amarillo

metropolitan transportation plan

2010-2035

AMARILLO METROPOLITAN

TRANSPORTATION PLAN

2010-2035

AMARILLO URBAN
TRANSPORTATION STUDY

AMARILLO METROPOLITAN TRANSPORTATION PLAN

2010-2035

Prepared By:

AMARILLO METROPOLITAN PLANNING ORGANIZATION

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In Conjunction with:

CITY OF AMARILLO
TEXAS DEPARTMENT OF TRANSPORTATION
POTTER COUNTY
RANDALL COUNTY

AMARILLO METROPOLITAN PLANNING ORGANIZATION

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SECTION 1.0
INTRODUCTION

1.0 INTRODUCTION

Introduction

The Amarillo Metropolitan Transportation Plan (MTP) is a twenty-five year document that provides a multi-modal approach to the future transportation needs for the Amarillo Metropolitan Area. The purpose of the plan is to assure that adequate transportation facilities are planned for the future growth of the City. The MTP identifies future roadway, transit, bicycle, and pedestrian facilities. The plan also addresses congestion management strategies.

The MTP is a Federally required document that has been prepared by the Amarillo Metropolitan Planning Organization in accordance with the requirements specified in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005. The plan is designed to be a flexible guide in directing the local transportation needs. As required by Federal Law, the MTP will be updated a minimum of every five years to insure the goals and objectives of the plan are still applicable to the transportation needs of the study area.

BACKGROUND

Legal Basis for Transportation Planning

In 1962, Congress passed the Federal Highway Act that addressed the need for Transportation Planning in urbanized areas. Section 134 of the act states that after July 1, 1965, no Federal Funds will be expended for highway construction in any city with a population over 50,000 unless such expenditures are in accordance with the findings of a comprehensive, cooperative and continuing transportation study conducted in the area. In an effort to comply with the act, the City of Amarillo, Potter and Randall Counties and the former Texas Highway Department, entered into an agreement, which started the Amarillo Urban Transportation Study (AUTS).

Since the Federal Highway Act of 1962, many subsequent federal actions have been enacted. All of these actions have been an effort to increase the effectiveness of the Transportation Planning process. Some of the most significant actions that relate to the local level planning were included in the 1975 Joint Regulations on Urban Transportation Planning. This joint act between the Federal Highway Administration (FHWA) and the Urban Mass Transit Authority (UMTA) required, as a condition for receiving federal assistance, the designation of a Metropolitan Planning Organization (MPO) in each urban area by the Governor of the State. This designation requires the MPO to carry out transportation functions in conjunction with other governmental bodies in a prescribed study area.

History of Transportation Planning in Amarillo

The Governor of the State of Texas has designated the City of Amarillo as the fiscal agent for the Amarillo Metropolitan Planning Organization (MPO). Acting through its

Transportation Policy Committee, the MPO, in cooperation with the Texas Department of Transportation (TxDOT), the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Potter and Randall Counties, the Panhandle Regional Planning Commission, and the City of Amarillo, administers the transportation planning process in the Amarillo urbanized area. This designation was renewed by contract with Texas Department of Transportation (TxDOT) in October 2006. The contract reflects changes in the Planning process brought about by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and previous federal transportation legislation, such as ISTEA and TEA-21.

The Amarillo FY 2010 – 2035 Metropolitan Transportation Plan was developed in accordance with regulations set forth in SAFETEA-LU, adopted August 10, 2005. The MPO is responsible, together with the State of Texas, for carrying out the provisions of SAFETEA-LU under Sections 1107 and 6001; ISTEA & TEA-21, under Title 23, United States Code, Section 134 (The Urban Transportation Planning Process), and further regulated by Title 23 Code of Federal Regulations 420 and 450.

Study Area

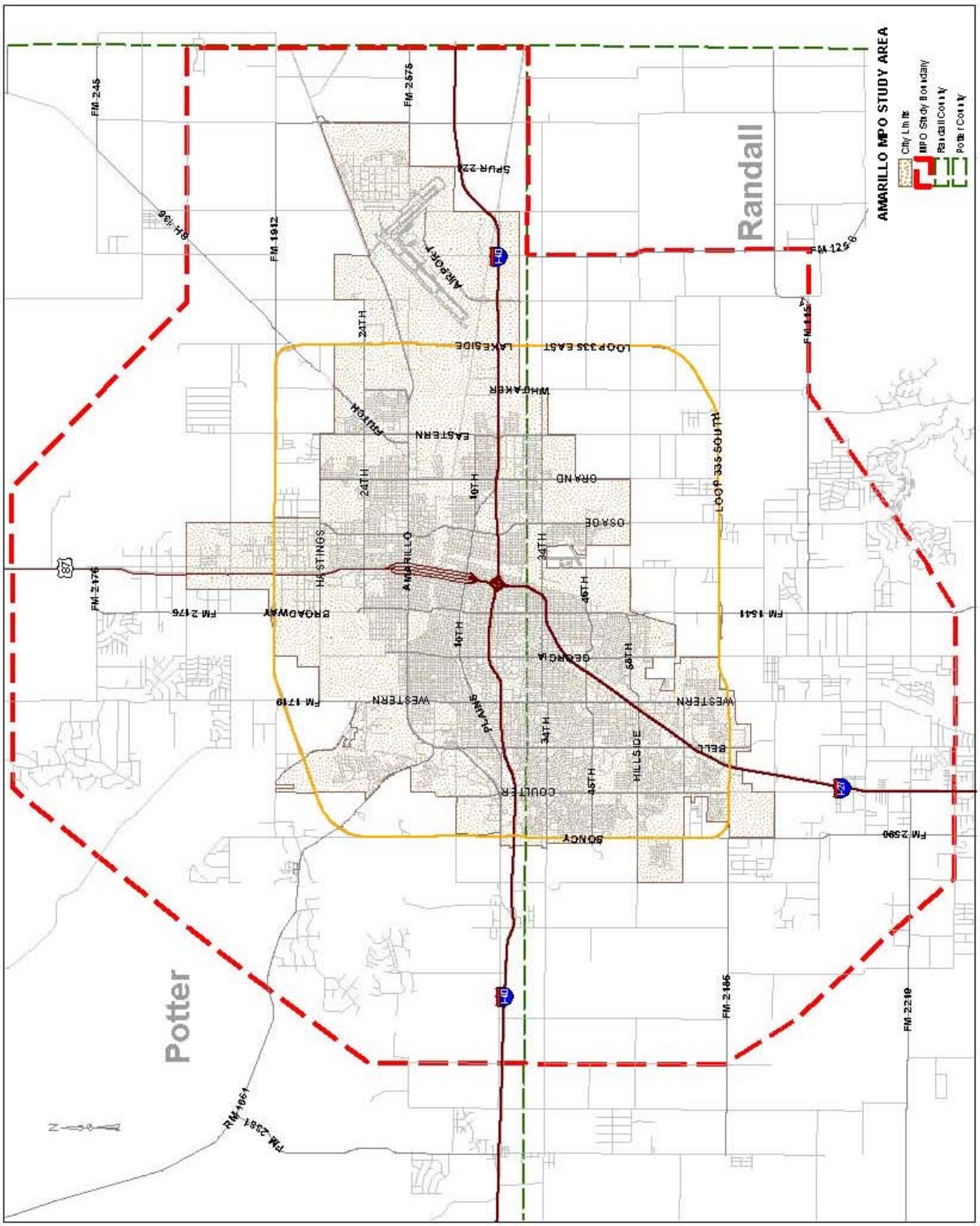
The transportation planning process in the AUTS is limited to the boundaries illustrated by Map 1.1. The boundary includes the City of Amarillo and portions of Potter and Randall counties. It corresponds to that area of the region that is likely to become urbanized in the next 20 years. These boundaries also correspond to limits shown in the Travel Demand Model prepared by the Texas Department of Transportation.

Transportation Planning Process

Transportation Planning is a multi-disciplinary process that involves developing and evaluating transportation plans and improvement programs. Transportation plans are created to provide for the anticipated needs of the community. In order to meet those needs the planning process must be flexible and continuously monitored to accommodate the changes that may occur in land use, economic conditions or other factors that may influence travel patterns.

As part of the Transportation Planning Process, the MPO is responsible for preparing the Transportation Improvement Program (TIP). The TIP is a program of projects that are financially constrained by several different categories of funding sources. The TIP is based on a four-year timetable and is updated every two years. Projects included in the TIP are programmed to begin construction during a prescribed year. The criteria used to evaluate projects included in the TIP are as follows:

- Safety
- Preservation of the Capital Investment
- Congestion Relief
- Environmental Protection and Enhancement
- Economic Development
- Aesthetics


AMARILLO MPO STUDY AREA
City Limits
MPO Study Boundary
Randall County
Potter County
Randall
Potter
FM 245
FM 2575
FM 1912
FM 1258
FM 2590
FM 2186
FM 2219
FM 2381
RM 1061
SPUR 228
AIRPORT
24TH
LAKESIDE
LOOP 335 EAST
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EASTERN
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45TH
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SECTION 2.0
PLANNING ELEMENTS

2.0 PLANNING ELEMENTS

Introduction

SAFETEA-LU requires that long-range transportation plans of metropolitan areas be based on a twenty-year time horizon. The plans are required to identify short and long-range strategies and actions for implementation of the plan. Near term transportation demand and congestion management techniques must also be addressed. The plan is required to address different modes of transportation and must be financially constrained. A financial plan must be included to provide a reasonable estimation of funding sources for the life of the plan.

Key Factors of SAFETEA-LU:

- **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency:** The short- and long-range planning process and projects work to support the economic vitality of the MPO area by improving transportation infrastructure. Transportation projects within the area will enhance accessibility and safety to ensure efficient movement of people and goods.
- **Increase the safety of the transportation system for all motorized and non-motorized users:** The MPO planning process is consistent with TxDOT's Strategic Highway Safety Plan (SHSP) and uses the Texas highway safety planning process as a foundation upon which to identify the goals, strategies, performance measures, and objectives for the MTP planning process.
- **Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users:** The Potter & Randall County Local Emergency Planning Committee has developed plans for addressing all types of emergencies and security for the personal security of the residents of Potter and Randall Counties. These plans include disasters caused by weather or other means. Designated hazardous material routes were developed and approved by the Texas Department of Public Safety in 2001 and are a part of this plan. The Randall County Judge, a MPO Transportation Policy Committee member, serves on the Potter & Randall County Local Emergency Planning Committee.

  Amarillo City Transit has had an adopted Safety, Security, and Emergency Preparedness Plan since 2005. The plan includes a description of the transit system; a description of the management of the security plan, including specific roles and responsibilities; threat and vulnerability identifications and assessments; and an annual program of work. The plan is updated every three years, during FTA's Triennial Review of Amarillo City Transit. The most recent update was in 2008; the next update will be in 2011. This review process allows the Emergency Preparedness Plan to address all federal requirements.
- **Increase accessibility and mobility of people and freight:** The MPO has a schedule for conducting traffic counts to monitor the traffic patterns in the area.

Using the results, the congested hot spots and problem areas are identified and recommendations presented for transportation improvements. The City of Amarillo has synchronized signals at over 70% of the signalized intersections to improve the free flow of traffic. TxDOT and the City cooperate to combine both highway management and arterial traffic signal timing for response to incidents and congestion. A Traffic Management Center operated by TxDOT allows faster response to congestion, collision, or weather related incidents. The MPO continues to explore Access Management Improvements to minimize congestion. The roads and streets in Potter and Randall Counties and the City of Amarillo have been laid out on a grid system and continue to develop in square mile sections. This type of development has provided a smooth transition from the rural county roads to urban city streets. As development occurs along the perimeter of the City, the City of Amarillo Paving Policy, adopted by resolution on March 27, 1984, requires the developer to construct paving improvements located adjacent to or within the new subdivision. These thoroughfares continue to provide continuous links between the urban and rural areas.

The MPO is aware that some transit needs in the city have not been met as desired. Amarillo City Transit has been forced to limit service due to limited funding for operations. This has caused the City of Amarillo to look at alternatives. Alternative measures will be implemented as funding resources are identified. Solutions will be developed to allow local transit services to expand or increase headway times as the city continues to grow. Development will be ongoing as funds become available.

Freight mobility is also important for the MPO area. ITS projects to promote signalized intersections to eliminate congestion and improve truck freight mobility are part of planned MTP projects.

- **Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns:** An effective transportation system provides the basis for activities in parks, recreation areas, and historic sites. The MPO has always promoted accessibility to these areas and will continue to look at addressing these needs through the identification of projects that will best serve these facilities. The MPO has identified and contacted the various environmental resource agencies and will provide information as necessary to include them in the planning process. The MPO is presently in attainment for all air quality categories. If any of the MPO area is classified as non-attainment in the future, the MTP will be revised to include projects that will reduce vehicle emissions. The MPO uses GIS tools, including those developed by the Environmental Protection Agency Region 6 and other agencies. Tools, such as GIS-ST and NEPAssist, are used to evaluate environmental mitigation activities within the MPO planning boundary.
- **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight:** The MPO supports the improvement of transportation services for the elderly, people with disabilities

and others having no access to personal private transportation or who are otherwise unable to drive. Projects included in this MTP also incorporate bicycle and pedestrian facilities into the design of roadways as appropriate and seek to meet or exceed minimum standards of accessibility. Bicycle and pedestrian facility signage or shared lanes will be expanded at least ten percent by 2015. The projects contained within the MTP consider innovative land development patterns and site designs to prevent additional congestion and improve accessibility. Projects that protect and enhance the environment, promote energy conservation, improve the quality of life are paramount. This plan seeks to ensure that appropriate types, connections, and levels of freight transportation service are provided to the entire region. Those that promote consistency between transportation improvements and planned growth and economic development patterns are considered vital.

- **Promote efficient system management and operation:** There are many projects that have taken place and will continue to take place in order to reduce the number and length of stop delays associated with vehicular traffic. Traffic light synchronization systems are in place to reduce vehicle stops and delays leading to savings in fuel consumption and lost time. The MPO supports the Congestion Management Process. The implementation of a Congestion Management System aids in energy conservation. The Comprehensive Land Use Plan and policy decisions made by the City of Amarillo, affects short- and long-range transportation plans. The ideal preservation of rights-of-way for the local governing agencies is securing the right-of-way through dedication. The City of Amarillo, through the City's Code of Ordinances, requires the dedication of land at the time of platting. This aids the determination of rights-of-way necessary for future transportation corridors. Potter and Randall Counties also receive right-of-way through dedication of land. In addition to the traffic volume data collected by TxDOT and the City of Amarillo, the City collects traffic volume data on approximately 182 intersections and 348 "1/2 mile" counts in the metropolitan area. The Amarillo MPO and the City Of Amarillo are regional stakeholders along with TxDOT in the Amarillo Regional ITS Architecture and Deployment Plan. This system provides transportation and emergency management services through the use of resources to maximize safety and mobility to the public consists of being able to observe 'real time' traffic and includes a highway management system. Amarillo Regional ITS has changeable dynamic message signing and incident management cameras.
- **Emphasize the preservation of the existing transportation system:** Improvement projects to rehabilitate the existing transportation system are one of the MPO's top priorities. The existing transportation infrastructure is of utmost importance in order to continue providing a safe and reliable system. One of the MPO objectives is to secure funding to continue the maintenance and operational enhancements to the existing street network. Another goal is operational improvements that will increase traffic flow and capacities.

Environmental Mitigation and Consultation

SAFETEA-LU requirements were written to provide a more consistent consideration of environmental issues for transportation projects, from planning initiatives through project development. SAFETEA-LU doesn't change how the National Environmental Policy Act (NEPA) relates to a Metropolitan Transportation Plan (MTP). Typically, an MTP or other regional long-range plan does not involve specific federal approvals or actions that are likely to cause a significant environmental impact. As such, an MTP doesn't need a NEPA Environmental Impact Statement (EIS) to meet the requirements of SAFETEA-LU. SAFETEA-LU does, however, require Metropolitan Transportation Plans, which discuss potential environmental mitigation activities, to be developed in consultation with federal, state, and tribal wildlife, land management, and regulatory agencies (resource agencies). Those activities include those aspects of 23 CFR 450.104, which states, in part:

- Serve to avoid, minimize, or compensate for impacts associated with implementation of the transportation plan;
- Consider neighborhoods, homes, businesses, cultural resources, parks, recreation areas, wetlands, water sources, forests, agriculture, etc.;
- Regional scope may not necessarily address individual projects.

To assist in the NEPA process, Region 6 EPA has developed an assessment tool to systematically consider single and cumulative environmental impacts. The Region 6 EPA GIS Screening Tools, such as NEPAssist and GISST are designed to facilitate a better understanding of environmental effects and to allow the EPA to share technical and regulatory data with industry, the public, and other stakeholders. As required by the Transportation Equity Act of 2001 (TEA-21), E.O. 13274, and Section 6001 of SAFETEA-LU related to linking planning and NEPA, TxDOT is using NEPAssist as an environmental streamlining tool on transportation projects.

The Amarillo MPO will seek opportunities to join in these discussions and make use of the NEPAssist and GISST tools in an effort to determine the potential impact that activities outlined in the MTP may have on other regional planning efforts. While consultation with our resource agencies occurs as part of the outreach process, the discussion could be enhanced. The collaboration and consultation with existing groups and resource agencies throughout the planning process, along with the study of potential impacts of the MTP, will allow environmentally important regional planning efforts to be addressed.

Title VI and Environmental Justice:

A 1994 Presidential Executive Order directed every federally funded agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies, and activities on "minority populations and low-income populations." The MPO's environmental justice initiatives accomplish this goal by involving the potentially effected public in developing transportation projects that fit within the

community without sacrificing safety or mobility. There are three fundamental environmental justice principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The MPO serves as the primary forum where the public, local agencies, and TxDOT develop local transportation plans and programs that address the urban area's needs. The MPO helps local public officials understand how Title VI and environmental justice requirements improve planning and decision-making. The MPO continues to:

- enhance our capabilities to ensure that the short- and long-range transportation plans comply with Title VI.
- identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed and that the benefits and burdens of transportation investments are fairly distributed.
- evaluate and improve the public participation process to eliminate participation barriers and engage minority and low-income populations in transportation planning initiatives.

Public Participation

Effective transportation planning must be responsive to the needs of the community and therefore effective public input is essential. SAFETEA-LU requires the MPO to provide citizens, affected public agencies, freight transportation services, private providers of transportation, representatives of users of public transportation, the disabled community, users of pedestrian and bicycle facilities, and other interested parties with a reasonable opportunity to comment on the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP) and other documents prepared by the MPO. SAFETEA-LU also requires the MPO to consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation concerning the development of long- and short- range transportation plans. MPO maintains a website www.amarillompo.org that includes this Metropolitan Transportation Plan, the Transportation Improvement Program (TIP), and other documents that the MPO produces.

The MPO Policy Committee adopted a SAFETEA-LU - compliant Public Participation Plan on January 25, 2007, which encourages early and continuous public participation in the planning process. The Public Participation Plan can be found at: http://www.amarillompo.org . Communication is encouraged through the publication of public notices, agendas, and news releases. The MPO staff also seeks invitations from civic, social, educational, and business organizations to present information about the

MPO planning process. The MPO has prepared literature to educate citizens and officials. Materials are available that discuss aspects of short- and long-range transportation planning, public participation, as well as information about local transportation initiatives.

As part of the public participation and interagency consultation efforts, the draft MTP was made available for review and comment to citizens, bicycle and pedestrian representatives, disabled representatives, federal, state, and local resource agencies, land use management, natural resource, environmental protection, and conservation, historic preservation agencies, in addition to transportation stakeholders with interest in the MPO planning area. The members of the MPO Technical Advisory Committee and the Policy Committee also reviewed the draft and public notices were released about the draft being placed on the MPO web page, in local libraries, and at the offices of the member agencies.

The MPO meets the requirements of the "adequate public notice of public involvement," by placing notices, calendar information, and press releases in the Amarillo Globe-News, the region's largest daily newspaper publication.

Public comments:
Appendix B contains comments (if any) received during the public comment periods and public forums or hearings. Additionally copies of the notices of those public forums and hearing are included.

SECTION 3.0
TRENDS IN THE AMARILLO URBAN AREA

3.0 TRENDS IN THE AMARILLO URBAN AREA

Introduction

Planning for future transportation facilities requires evaluating many factors. Demographic, economic and travel trend data are valuable tools for forecasting transportation needs that may exist in the future. Evaluating historic trends and future projections can be helpful in planning the transportation system of the future. A growing population and economy indicates that there will be an increased demand on the transportation system. The following is an evaluation of the population, work force, and travel trends in the Amarillo Metropolitan Area.

Population trends

The City of Amarillo has experienced varying growth rates over the past 100 years. Population growth has been recorded for all entities in the Amarillo area, except for Potter County. From 1960 to 1970 Potter County showed a marked population decline. This occurred primarily because of the closing of a local military base in 1968. Since that time, Census 2000 shows Potter County to have a population of 113,546, which translates into a 25% increase since 1970. Randall County has continued to grow without impediment. Randall County's growth rate, 20% between 1980 and 1990 and 16% between 1990 and 2000, has fallen short of the State of Texas' growth rate (23%).

The AUTS area, with an estimated 2000 population of 196,439 increased in size 16% between 1990 and 2000. The City of Amarillo, with a 2000 population of 173,627 grew 10% since 1990. Amarillo now ranks fourteenth in comparison with other Texas cities in total population. The population of the City of Amarillo as estimated in 2008 was 190,042, a 20.6% increase since 1990. The 2008 population estimate for Potter County was 120,453, a 23.1% increase from 1990. Randall County's estimated population for 2008 was 123,038, a 37.2% increase from 1990.

Growth in the study area has continued to move to the northwest and southwest portions of the City over the past decade, as is indicated by the rising population of Randall County which is located in the southern portion of the study area. Other areas within the planning boundary have experienced population decreases due to declining birth rates, out migration, and housing stock reductions. These areas are primarily located in the north and east portions of the City.

Population Projections

Population characteristics–past, present, and future–are key indices of an area's ability to adapt and adjust to changes in technical and economic trends; therefore, they are a key element of this plan.

The population projections listed below in table 3.1 reflect estimates prepared by the City of Amarillo as well as the Texas A&M University State Data Center. The City's Planning Department prepared the projections for the City of Amarillo and AUTS geographic levels using a linear extrapolation model. The linear extrapolation model

assumes that trends of the past are an accurate reflection of future growth trends. The percentage of change prior to year 2000 is applied at ten-year intervals to produce the future population estimates. State Data Center population estimates are used for all other geographic levels. State Data Center estimates are based on a cohort component with net migration model. This particular model assumes those trends in specific groups, or cohorts, such as, age, sex, and race/ethnicity of moderate net migration rates will characterize those of the future.

Table 3.1
Population Projections 2010-2035

Year	AUTS Study Area	City of Amarillo	Amarillo MSA	Randall County	Potter County
2015	233,522	201,095	259,600	122,526	137,074
2025	257,341	221,607	286,785	133,146	153,639
2035	283590	244,211	311,376	139,684	171,692

Labor Force and Economic Trends

The labor force and economic trends provide a good indication of the economic strength of an area. Over the last ten years the Amarillo economy has been in a transition. The crash of the oil industry in the 1980's forced the City from an oil and gas based economy to a more diversified service based economy. Over the last 10 years, employment in the agriculture, transportation, communications, and wholesale trade economic sector has slightly decreased. This decrease has been countered by a small increase in the number of persons working in finance, business, personal services, entertainment, and public administration. The largest growth of jobs has occurred in the manufacturing and construction industries.

In 2000 the Amarillo Metropolitan Statistical Area (MSA) had 165,709 residents over the age of 16. Of this number, 113,442 were in the labor force. Ninety five percent of the persons in the labor force were employed, which accounted for 107,480 workers. Since 1990, the labor force in the MSA has increased by approximately 20.5%. The labor force in the City reached 90,662 in 2000, which is up 15.3% from 78,600 in 1990.

Economic Projections

Employment growth for the Amarillo area for upcoming years is expected to be somewhat lower than that of the State. Growth is expected to occur in the services, government, and trade areas. Service related jobs, particularly those in health care and business, are expected to be the fastest growing sector of the economy. Manufacturing related jobs are anticipated to also increase. Agriculture, oil, and gas production, which have been the mainstay of the local economy, should experience continued growth in the future. Labor force projections were derived by extrapolation methods of historical data and are listed in Table 3.2. According to the Texas Workforce Commission employment by industry for the Amarillo Panhandle area (from 2000 to 2010) is

projected to increase 15.3%. Employment by occupation is projected to increase at the same rate. Both are lower than the statewide projection of 17.6%.

Table 3.2
Labor Force Projections

Year	AUTS Study Area	City of Amarillo	Amarillo MSA
2015	125,985	112,530	140,805
2025	145,261	129,747	162,348
2035	167,486	149,598	187,187

Travel Trends

The majority of Amarillo employees work very close to home. Eighty-five percent of the workers over the age of 16 work within the city limits while the remaining 15% work elsewhere. Of the persons who live in the Amarillo MSA, 97% work within the MSA while 3% work outside of it. Of significance is the fact that the City of Amarillo is located in two counties. Because of this, 59% of all workers work in their own county of residence, while 41% work outside of it.

Means of Transportation

Upon examining the means of transportation that Amarillo residents take to work, it becomes apparent that many of the conservation gains made during the 1970's and 1980's were lost during the last decade. The number of Amarillo residents who drove cars, trucks, or vans to work increased significantly over the last decade. These gains reduced the percentage of those who car-pooled to work. In 1980, 20% of Amarillo's workers car-pooled to work. By 1990, this had decreased to 13%. In 2000, nearly 87% of the City's workers continued to drive to work alone.

Travel Time

Travel time to work refers to the total number of minutes that it usually takes a person to get from home to work during the week. Because Amarillo has good access both north to south and east to west, distance to work is more accurately measured in minutes rather than in miles. In 2000 approximately 83% of Amarillo's workers travel between 5 and 29 minutes to their jobs. The majority of the workforce travels between 10 and 20 minutes. Relatively few workers travel more than 30 minutes. This trend has remained relatively stable over most the past decade as is shown in Table 3.3.

With recent legislation, transportation funds continue to be available to rehabilitate an aging roadway system in the AUTS area. The need for the roadway construction projects has been recognized and well received by the public. However, travel time to and from work has temporarily been inflated due to some of these roadway construction projects. In all likelihood, the travel times will continue to fluctuate over the next few years as new roadway construction projects continue.

Table 3.3
Travel Time To Work

TIME	1990 CITY OF AMARILLO PERCENTAGES	2000 CITY OF AMARILLO PERCENTAGES
Less Than 5 Minutes	4%	3%
5-9 Minutes	15%	15%
10-14 Minutes	27%	27%
15-19 Minutes	26%	25%
20-29 Minutes	14%	16%
30-44 Minutes	7%	7%
45-59 Minutes	2%	2%
60-89 Minutes	2%	2%
90 Or More Minutes	1%	1%
Worked at Home	2%	2%

Vehicles Available

Vehicles available relates to the specified number of passenger cars, vans, and pickup or panel trucks of one-ton capacity or less that are kept at home and available for use by a family member. Vehicles rented or leased for one month or more, company vehicles, and police and government vehicles are included if they are kept at home and used for non-business purposes. Dismantled or immobile vehicles are excluded, as are vehicles kept at home but used only for business purposes. Within the City of Amarillo, 6.7% of the 67,699 households do not own an automobile. The majority of the households within the City (40.8%) have two vehicles available for their use. Table 3.4, Vehicles Available 2000, details the occupied housing units and number of vehicles at their disposal. When compared to 1990 figures, the number of households with one and two vehicles available has increased by 11%.

Table 3.4
Vehicles Available 2000

	NONE	ONE	TWO	THREE OR MORE
City of Amarillo	4,507	25,749	27,559	9,797
Potter County	3,567	16,125	15,515	5,553
Randall County	1,382	13,648	18,572	7,638
Amarillo MSA	4,949	29,773	34,087	13,191

Conclusions

The expected growth in the population and labor force for the Amarillo area coupled with the rise of single occupant vehicles trips indicates the transportation demand on the existing system will continue to grow. The public consensus demonstrates that current facilities are providing for citizens' transportation needs. However, there was also an indication that improved facilities are desired. The automobile was and is obviously the primary mode of transportation and it is unlikely that will change in the near future. In light of this fact, the bulk of the improvements included in this plan will be geared towards meeting the needs of automobile traffic. In the future public opinion surveys will be used for transportation planning in the AUTS area.

SECTION 4.0
MISSION, OPPORTUNITIES LIMITATIONS AND STRATEGIES

4.0 MISSION, OPPORTUNITIES, LIMITATIONS AND STRATEGIES

Mission

This MTP has been prepared in an effort to work in conjunction with the local Comprehensive Plan so that it complements the goals of the community to promote and improve the quality of life in the Amarillo area.

> *The mission of the Amarillo Metropolitan Transportation Plan is to provide a Long Range Plan that will promote mobility and accessibility through an effective transportation system for the movement of people and goods. The Plan will seek to provide the citizens of Amarillo with a multi-modal network that will encourage safety and efficiency with minimal impact on the cultural, economic, and environmental resources of the metropolitan area, with emphasis on alternate modes of transportation. The Plan will, to the extent possible, provide accurate anticipated transportation needs and strive to maintain existing facilities.*

Goals

The broad based mission of the Amarillo MTP provides an overall vision of the transportation needs for the citizens in the Amarillo study area. The following goals are more specific aspects of the plan that will lead to its implementation.

- Promote mobility and access by providing a multi-modal transportation system
- Work in conjunction with local comprehensive plan
- Be consistent with community needs and provide flexibility
- Contain short and long range elements
- Support and promote alternate modes of transportation
- Reasonably identify funding sources for the implementation of the plan
- Promote economic growth and land use compatibility

Opportunities And Limitations

One of the most important aspects of the MTP is to insure that the elements contained within the plan are based on a realistic estimation of resources and needs of the citizens in Amarillo. Realizing these factors, it is necessary to identify opportunities and limitations that are present within the study area and are unique to the City of Amarillo. This information will be useful in developing strategies and implementing the elements included in this plan.

Mobility in the Amarillo study area is currently very good. A few areas of the City are experiencing congestion and travel delay. To date these problems are limited to peak hour times at major intersections. Traffic congestion and delay problems have not yet reached serious levels; therefore citizens have not sought alternative modes of

transportation. With the lack of current traffic problems, some of the biggest limitations in developing a Multi-Modal Transportation System that the citizens will use include:

- Vehicle dependence
- Single occupant trips
- Low cost of vehicle operation
- Low travel time within study area
- Trip Chaining

Obviously, the current level of mobility will not remain static. This provides the opportunity to plan for increased travel demand. Building our way out of traffic problems is not a viable option. Limited resources force us to look at alternative modes of moving people and goods. The Amarillo MTP provides an excellent opportunity to focus on future needs and identify ways to curb problems before they arise. The major opportunities that exist for the transportation system in the Amarillo Study Area include:

- Maintaining, upgrading and expanding the existing roadway system
- Managing and reducing existing congestion
- Providing improved transit services by the next MTP update or 2015
- Creating a safe and efficient bicycle network by the next MTP update or 2015
- Providing improved pedestrian facilities by the next MTP update or 2015

Climate Change / Greenhouse Gases

Development of the 2010-2035 Metropolitan Transportation Plan has permitted the Amarillo MPO to consider the effects climate change and the impact of greenhouse gas emissions upon the region. This area, with its level terrain, strong prevailing winds, modest population, and lack of traffic congestion, is currently an attainment area. Throughout this Plan strategies have been considered that will aid in the reduction of vehicle miles traveled, decrease congestion, and promote alternative modes of transportation. The MPO fully endorses the use of public transit and alternative modes of transportation, such as bicycling. The goals set out in this plan will allow the MPO to keep its attainment status.

As opportunities for participation with other agencies, such as the U.S. Department of Transportation or the Texas Department of Transportation, present themselves, the MPO will participate with the desire to maintain an acceptable level of mobility and promote the adaptation of strategies appropriate for reducing greenhouse gases in the area.

Strategies

The opportunities and limitations listed above are a few of the major issues facing the citizens of the Amarillo study area. Maintaining an acceptable level of mobility and providing a safe and efficient transportation system is ultimately the responsibility of all the users of the system. The physical network can be provided to promote safety and efficiency, but the users of the system also affect how the system functions. There are strategies that not only the local governmental authorities can take, but also the citizens

and local businesses. The strategies listed below are recommendations that can lead to an improved transportation system. The strategies are divided into two categories, local government, and local community.

Local Government

- Improve existing facilities
  - o Signal timing
  - o Geometric design
  - o Striping changes
  - o Turn lane additions
- Provide pedestrian facilities
  - o Identify gaps in pedestrian facilities
  - o Continue to require sidewalk installation with new construction and major renovation
- Construct new roadway facilities
- Improve transit system
  - o Expand service area
  - o Improve marketing
- Provide bicycle facilities
  - o Incorporate bike facilities on all new roadways where possible
  - o Provide bike facilities on arterial and collector streets where possible
  - o Improve safety programs
  - o Promote use of bicycles through marketing
  - o Develop a Bicycle Network
- Prevent urban sprawl
  - o Promote infill development
  - o Develop zoning and subdivision regulations that provide for mixed use development

Local Community

- Ridesharing
- Use of alternative transportation modes
- Flexible work schedule with staggered hours
- Telecommuting
- Reduce single occupant vehicle trips

SECTION 5.0
PLAN ELEMENTS

5.0 PLAN ELEMENTS

Introduction

The growing population and its dependence on the motor vehicle will continue to place demands on the existing transportation network. Increasing congestion and reduced travel times will occur as the population and travel needs increase. This section of the plan is aimed at identifying methods to offset those growing demands. The section will focus on developing an integrated system that will include multiple modes of transportation. The following section includes plans for roadway, bicycle, pedestrian, and transit improvements. Existing facilities for each of these elements will be discussed along with opportunities, limitations and proposed improvements. Congestion management strategies will also be identified.

Projects identified in the plan have been assigned an identification number so that the projects can be tracked when they are included in the TIP/STIP. This insures that the projects selected for the TIP/STIP have been given consideration in the MTP and meet the long-range goals of the study area. Projects listed in both the short- and long-range plans are not necessarily in any order or priority.

ROADWAY PLAN

Introduction

The projects included in the Roadway Plan are designed to meet the projected future transportation demand for the study area. Projects in this plan were selected based on the demand identified by transportation planners, population projections, and public input and use projections and system deficiencies. The projects selected for the roadway plan are designed to build on the existing network and improve mobility in the study area. A well-planned highway and arterial street system is vital to the Amarillo study area. The pattern of vehicular movement provides the framework upon which the City develops and is of great significance to the future growth of the region. Just as transportation improvements made in the past impact the city today, future facilities will provide the framework upon which Amarillo will continue to expand.

Project Selection Process

The members of the MPO Technical Advisory Committee collaborated in the selection of transportation projects included in this plan. The committee membership consists of members from the Policy Committee, City and TxDOT engineers, County Road Bridge and Superintendents, the TxDOT Environmental Coordinator, and MPO staff. Public involvement was solicited and encouraged at every level of the development process. A Delphi selection process was used to determine the projects included in the plan.

Existing Facilities

Freeways and Expressways

Three major freeways serve the Amarillo Study Area. Interstate Highway 40 crosses the City from East to West, Interstate Highway 27 extends South from the Central Business District toward Lubbock and US 87/287 extends North from the CBD through the study area. A minimum right-of-way of at least 300 feet and four to six lanes of traffic represent the design standards for these roadways. All intersections on these facilities are grade separated and access (both ingress and egress) is limited. The facilities are designed to accommodate the highest allowable speed limit.

Expressways have characteristics similar to freeways except the majority of intersections are at grade. Usually only railroad crossings and those intersections with high volume traffic are grade separated. An expressway may be improved with or without frontage roads, but where access to adjacent property is important, frontage roads should be provided. A right-of-way width of up to 300 feet may be required for an expressway-type section; however, it is possible to build a six-lane, urban section expressway within approximately 150 feet of right-of-way. Loop 335 is a typical example of an expressway section in Amarillo. Future expansion of Loop 335 will include additional lanes for more capacity and grade-separated facilities. Reconstruction and maintenance of existing facilities will be necessary as these facilities age.

Section Line or Major Arterial Streets

Major arterials are characterized by 120 feet of right-of-way having four to six moving traffic lanes and a continuous center left turn lane. Parking is prohibited on this type of thoroughfare and it should be capable of carrying 25,000 to 40,000 vehicles per day. Access should be limited along arterials by subdivision design in order to protect capacity and speed limits ranging from 35 to 50 MPH. Bell Street, Grand Street, 24th and 45th Avenues are examples of arterial streets. The provision of future, properly located section line thoroughfares having the necessary right-of-way widths is essential to continued viable and effective development of the City. It is realized that certain physical constraints may preclude old section line roadways from consisting of the required 120 feet right-of-way width. In circumstances such as these, careful planning consideration must be made to ensure that these substandard thoroughfare widths do not create inefficient or marginal developments.

Minor Arterial Streets

Minor arterial streets have between 80 and 120 feet of right-of-way and are of less prominence, carrying lower volumes of traffic than major arterials. Minor arterials are roadways where existing development or physical constraints have prohibited obtaining 120 feet of right-of-way. Minor arterial streets typically have four traffic lanes with or without a continuous center left turn lane or, in some instances, four traffic lanes with two parallel parking lanes adjacent to the curb. Average twenty-four hour traffic volumes range from 10,000 to 25,000 vehicles per day. Access onto a minor arterial is limited by subdivision design and speed limits should range from 35 to 50 MPH. All

streets within industrially zoned or developing areas should meet the minor arterial standards.

Collector Streets
Collector streets range from 60 to 80 feet of right-of-way width with the average width being 70 feet. This type of thoroughfare requires two traffic lanes and two parallel parking lanes adjacent to the curb. Traffic volumes range from 2,000 to 6,000 vehicles per day and direct access from residential lots should be limited by appropriate subdivision design requiring lots to side onto a collector. Speed limits should range from 30 to 35 MPH.

Local Streets
Typically, local streets in Amarillo have 60 feet of right-of-way allowing 37 feet of paving in low-density residential areas. However, 45 feet of paving is common adjacent to schools, multiple-family, commercial, and institutional areas. In well-planned residential developments, where proper design discourages thru traffic, and where travel distances from residences to collector streets are minimal, lesser pavement widths may be considered. Reductions in the required 60 feet right-of-way width should be considered in light of space needs for street paving, sidewalks, utility placement, and adequate open space and clearance beyond the curb. Two traffic lanes with two parallel parking lanes adjacent to the curb are necessary. Traffic volumes should be less than 2,000 vehicles per day and speed limits should not exceed 30 MPH.

Opportunities And Limitations
With the network in place, the area has a good system to build upon. The projects selected in this plan are designed to improve and expand upon the existing facilities. New projects will be incorporated with efforts to improve the efficiency of the existing network. Operational improvements such as signing, signalization, and striping will also be employed to improve mobility.

One of the biggest limitations in improving the roadway system will be the limited amount of available resources to fund projects. With funding limitations, projects selected for implementation will have to be carefully identified to maximize the benefit for the public. The problems that stem from the scarcity of funding options emphasize the importance of utilizing the existing system to its maximum potential. Narrow right-of-way and shallow set backs in existing neighborhoods will also limit expansion of the transportation network. Any improvements to the street system in older areas of the City would impact the existing development patterns. Transportation demand in these areas will have to be offset by measures other than capacity increases.

Policy Considerations
To improve the mobility on Amarillo's street system, the following policies should be considered:

- Continue maintenance programs to preserve the existing roadway system
- Utilize, whenever possible, operational improvements as an alternative to capacity increase

- Include alternative modes of transportation in all new roadway design to promote a multi-modal system
- Maximize signal synchronization to promote efficiency
- Limit or avoid capacity increases in existing neighborhoods
- Minimize negative impacts on the social, cultural, economic, and environmental resources of the community.

Corridor Studies
These studies can be financed through planning and capital funds. The following are projects, which may warrant study in the future.

- IH 27
  The Texas Department of Transportation contracted with a consultant to conduct a feasibility study to expand IH 27 from four to six lanes in that segment of IH 27 not already six lanes between Amarillo and Canyon. The projects resulting from this study are listed in this plan.
  In 2006, the Texas Department of Transportation also employed a consultant to provide preliminary engineering services to upgrade a segment of IH 27 from the IH 40 / IH 27 interchange to SW 45th Avenue in Amarillo. No consensus was reached as this value engineering study concluded.
- Ports to Plains Corridor
  This corridor runs from the Mexican border to Denver, Colorado via IH-27. SAFETEA-LU legislation lists this corridor as a High Priority Corridor and it is currently under development. The Ports to Plains corridor was first listed as a Congressional High Priority Corridor in TEA-21. The MPO cooperates with the Ports to Plains coalition and the Texas Department of Transportation to aid development of transportation projects along the corridor within the MPO study area.

Operations And Maintenance
Member agencies of the MPO are responsible for the maintenance and efficient operation of all existing infrastructure components that make up the Amarillo Urban Transportation Study Area transportation network.

Categories of operation and maintenance (O&M) include: paving or repaving, signs & painting, ROW maintenance, traffic signal & roadway lighting maintenance, surveillance & inspection, or other, which may include minor sidewalk improvements, intersection improvements, etc. Maintenance activities are those that occur primarily in reaction to situations that have an immediate or imminent adverse impact on the safety or availability of transportation facilities such as pavement resurfacing and markings, bridge repair, guardrail and sign replacement and traffic signal maintenance. Accordingly, operations may include more routine items such as painting and right of

way maintenance. While these activities are not scheduled in the MTP, they are included here for information purposes.
The MPO meets frequently with the urban public transportation provider, Amarillo City Transit (ACT), to address strategies for operations and maintenance of the current and future public transportation system within the Amarillo urban boundary. ACT considers O&M costs as a routine part of the transit system's operations. As such, ACT does not break out expenses for vehicle maintenance or repair of transit related facilities. Fixed-route and para-transit system O&M needs are reflected in the tables using year of expenditure total project costs. These costs are included in the tables with YOE total project costs projected at the four percent annual average inflation rate, as recommended by FTA and TxDOT PTN.

The varied and complex systems used to maintain the efficiency of the MPO area transportation system are difficult to quantify and present. Each jurisdiction and agency has unique methods of accounting for these activities. They may also have varying goals and priorities they are seeking to achieve. As the jurisdictions involved in the MPO process provide information on their existing system's operations and maintenance costs, the MPO will report these activities in the MTP and other documents to provide the public with a clearer picture of the efforts undertaken.

Table 5.1
Operations and Maintenance Costs

O & M ANNUAL COSTS (Non-Transit)
(Interstate, Freeway, Arterial, and Major Collectors)

Jurisdiction	Lane Miles Maintained	O & M Expenses	Cost Per Lane Mile
TxDOT			
Section 01	259	$ 669,256	$ 2,584
Section 02	605	$ 3,963,960	$ 6,552
Section 05	66	$ 142,032	$ 2,152
City of Amarillo	536	$ 2,873,496	$ 5,361
Potter County	n/a	n/a	n/a
Randall County	n/a	n/a	n/a
Total MPO Area Lane Miles	**1,466**		
Total MPO Area Costs		**$ 7,648,744**	

Notes: All County maintained roads within the MPO area are classified below major collector status and therefore are not applicable to this analysis.

Total Project Costs

When the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) released the last Statewide and Metropolitan Planning Rule, it included new requirements for long-range transportation plans. Under the rules, financial constraint of the plan must be demonstrated in "Year of Expenditure" dollars, or

YOE dollars. The rationale for this rule is that long-range estimates of transportation costs have understated the deficit between costs and revenues. Therefore, converting all costs and revenues to YOE dollars would theoretically present a more accurate picture of costs, revenues, and deficits associated with a long-range transportation plan. FHWA and TxDOT also recommend detailed financial information be provided about all the costs associated with a project. The numerous, unseen costs associated with roadway planning and design, such as preliminary engineering, construction engineering, rights-of-way, utilities, bond financing, contingencies, or indirect costs makeup part of the "total project costs". A "total project cost" format, that includes construction, as well as the supporting costs associated with each project, is developed to meet this objective. Data obtained from TxDOT's Design and Construction Information System (DCIS) facilitates the development of total project costs. TxDOT PTN examined development of total project costs for transit endeavors and recommends that routine vehicle replacement and capital items associated with operations do not need an aggregated total project cost since these are on-going expenses and do not have a finite end date. FTA concurs with this assessment. It is our hope that through the use of these more detailed cost analyses transportation officials, planners, programmers, and stakeholders will be able to track actual use of finances and expenditures for project development, both present and future. In addition, this will allow better use of our area's future, financial allocations.

Year-Of-Expenditure

Project estimates reflected in earlier Metropolitan Transportation Plans did not include the many long-term inflationary factors that might influence overall project costs. Examination of the funding forecast and cost estimates was necessary to properly analyze potential shortfalls (gaps) between funds and costs over the 25-year period of this Plan. Recent legislation provides for many alternative methods for funding transportation in the region. A variety of these sources of funding were considered as this MTP was developed.

In the past, Federal funding was assumed to increase each year during the term of the MTP. Funding levels from ISTEA to TEA-21 and through SAFETEA-LU increased at a greater pace than originally anticipated. Total federal transportation funding grew 40 percent in the six-year intervals of ISTEA and TEA-21 and nearly 32 percent between TEA-21 and SAFETEA-LU. This assumption is not likely to be repeated under the current economic conditions and trends.

We have experienced a series of nationwide funding rescissions from FHWA over the past few years. These reductions in federal funds only exacerbate the rising inflationary costs for project development and construction brought on by rising steel, concrete, fuel, and labor prices. As this trend continues, states, localities, and participating agencies will all endure funding shortages for transportation needs.

Inflation was over three percent annually in the Bureau of Labor Statistics Consumer Price Index (CPI) and 3.3 percent annually in the highway and street construction sector of the Producer Price Index (PPI) in the twenty-year period from 1985 to 2005. Further

analysis, offered and supported by the Federal Highway Administration and the Texas Department of Transportation, recommends annual inflation rates closer to four percent will better represent the current economy. Throughout the nation construction costs have risen at a higher rate than historical averages. These increases are due in part to hurricane reconstruction demands, rising fuel costs, and global demand for construction materials, particularly China's demand for concrete and steel. Thus, there are many reasons for the rapid inflation of construction costs. The large increases observed in the Amarillo region are typical of other metro areas across the United States during the 2004 to 2007 timeframe. In the final analysis, we used the four percent annual average inflation rate, recommended by FHWA and TxDOT, as the basis for placing roadway and transit project estimates into a YOE cost format. Thus, the cost for each project was increased to include inflation for the time period in which the project is to be implemented.

Illustrative Project List

Addressing the financial crisis was an overriding issue throughout the assessment of the Amarillo Metropolitan Transportation Plan 2010-2035. The use of 'year of expenditure' and 'total project cost' estimates in the MTP is a challenge. The additional project costs and future values of the dollar have pushed many cost estimates beyond a point of affordability. As such, adequate resources are not available to implement all the projects identified in the MTP.

A review of the projects shows there are many that remain important to the MPO's comprehensive transportation structure. Yet, future available revenue sources will not provide sufficient funding for the development or construction of these projects. Projects that would be included in the MTP, if reasonable additional resources beyond those identified in the financial plan were available, are termed "illustrative". FHWA allows this designated list of additional projects to enable accurate financial constraint and determinations. The illustrative projects must be clearly documented as separate and distinct from the MTP project list. These projects are shown in Table 5.3, labeled the "Illustrative List". These projects will be considered for funding when additional or alternative financial support becomes available. The Amarillo MPO will continue to review, promote, and support these projects.

Table 5 .2
Project List – Amarillo Metropolitan Transportation Plan 2010-2035

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000	
AOA001	Georgia St	SW 58th Ave	1 mi south of Loop335	Upgrade to 4 Lane Arterial				$10,646
NOTES:	This is a multi-phase project			Ancestor: A5A19S				
Phase 1	Georgia St	SW 58th Ave	South City Limits	Upgrade to 4 lane arterial	Short	2010	Complete*	
Future Phase(s)	Georgia St	South City Limits	1 mi south of Loop335	Upgrade to 4 lane arterial	Short	2015	$10,646	
AOA002	Coulter St	Willow Oak	Loop 335	New 4 Lane Arterial		2015		$4,524
NOTES:	This is a multi-phase project			Ancestor: A5A22S				
Phase 1	Coulter St	Willow Oak	Weeping Willow Ln	New 4 Lane Arterial	Short	2015	$2,243	
Future Phase(s)	Coulter St	Weeping Willow Ln	Loop 335	New 4 Lane Arterial	Short	2015	$2,281	
AOA003	Loop 335	SW 45th Ave	Western St	Upgrade to Urban Section				$12,114
NOTES:	This is a multi-phase project			Ancestor: A5A68S				
Phase 1	Loop 335	SW 45th Ave	SW 83rd Ave	Upgrade to Urban Section	Short	2010	$3,750*	
Future Phase(s)	Loop 335	SW 83rd Ave	Western St	Upgrade to Urban Section	Short	2015	$8,364	
AOA004	Loop 335	IH 40 North and East	US 87/287	Upgrade NW Quadrant to 4 lane divided as per 1998 Value Engineering Study report		2015		$18,250
NOTES:	This is a multi-phase project			Ancestor: A5A24L				
Phase 1	Loop 335	Hester Rd	Coulter St	Add 2 Lanes and Interchanges	Short	2015	$12,167	
Future Phase(s)	Loop 335	Coulter St	IH 40 North & East	Upgrade NW Quadrant to 4-Lane Divided-as per 1998 Value Engineering Study report		2015	$3,042	
Future Phase(s)	Loop 335	US 87/287	Hester Rd	Upgrade NW Quadrant to 4-Lane Divided-as per 1998 Value Engineering Study report		2015	$3,041	
AOA005	Loop 335	Bell St		Construct bridge & interchange –as per 1998 Value Engineering Study report Ancestor: A5A15L	Short	2015		$8,973

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000	
AOA006	US 87	Loop 434		Rehab bridge & approaches Ancestor: A5A15S	Short	2015		$2,124
AOA007	IH 27	Rockwell Rd		Replace Bridge & Approaches Ancestor: A5A20S	Short	2015		$11,388
AOA008	IH 27 NFR & SFR	Loop 335	Western St	Widen existing frontage roads Ancestor: A5A21S		2015		$8,364
NOTES:								
Phase 1	IH 27 NFR & SFR	Bell St	Western St	Rehab existing roadway	Short	2015	$5,886	
Future Phase(s)	IH 27 NFR & SFR	Bell St	Loop 335	Rehab/widen existing frntge roads	Short	2015	$2,478	
AOA009	Hillside Rd	Loop 335 (Soncy Rd)	Helium Rd	New 4-lane arterial Ancestor: A5A57L		2015		$6,083
NOTES:								
Phase 1	Hillside Rd	Loop 335(Soncy Rd)	Nancy Ellen St	New 4-Lane Arterial	Short	2015	$1,369	
Future Phase(s)	Hillside Rd	Nancy Ellen St	Helium Rd	New 4-Lane Arterial	Short	2015	$4,714	
AOA010	SE 34th Ave	Santa Fe RR		Replace Bridge & Approaches Ancestor: A5A58L	Short	2015		$12,416
AOA011	Grand St	SE 3rd Ave	BNSF RR	Construct Bridge Ancestor: A5A11L	Short	2010	✱	$11,875
AOA012	BI 40D	Various Intersections		ITS: Upgrade Traffic Signals Ancestor: A5A06S		2015		$2,661
NOTES:	This is a Multiphase Project.							
Phase 1	BI 40D	Various Intersections		ITS: Upgrade traffic signals	Short	2015	$1,521	
Future Phase(s)	BI 40D	Various intersections		ITS: Upgrade traffic signals	Short	2015	$1,141	
AOA013	Fairway Dr	Western St	N Coulter St	Add Curb & Gutter & Sidewalks Ancestor: A5A63S	Short	2015		$1,977
AOA014	IH 40	In Amarillo at Washington, Avondale, & Bell St		Underpass: Storm sewer Ancestor: A5A39L	Short	2015		$6,083

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
AOA500	Various	Federal / State		Rehab and Maintenance Ancestor: A5A47S and A5A48S	Short	2015	$27,148
AOA501	Various	City of Amarillo		Rehab and maintenance Ancestor: A5A49S	Short	2015	$312,924
AOA502	Various	Potter County		Rehab and maintenance Ancestor: A5A50S	Short	2015	$33,842
AOA503	Various	Randall County		Rehab and Maintenance Ancestor: A5A51S	Short	2015	$33,958
AOA504	Various	Federal / State		Rehab bridge & approaches Ancestor: A5A52S	Short	2015	$21,291
AOA505	Various	Federal / State		Intersection Improvements Ancestor: A5A54S	Short	2015	$7,224
AOA506	Various	City of Amarillo		Intersection Improvements Ancestor: A5A56S	Short	2015	$6,519
AOA507	Various	Federal / State		Safety Improvements Ancestor: A5A57S	Short	2015	$4,258
AOA508	Various	Federal / State		Ramp Upgrades Ancestor: A5A59S	Short	2015	$5,475
AOA509	Various	Federal / State		ITS Improvements/Upgrades Ancestor: A5A61S	Short	2015	$6,844
				TOTAL			**$576,961**

✱ Project is eligible for American Recovery and Reinvestment Act 2009 funds.

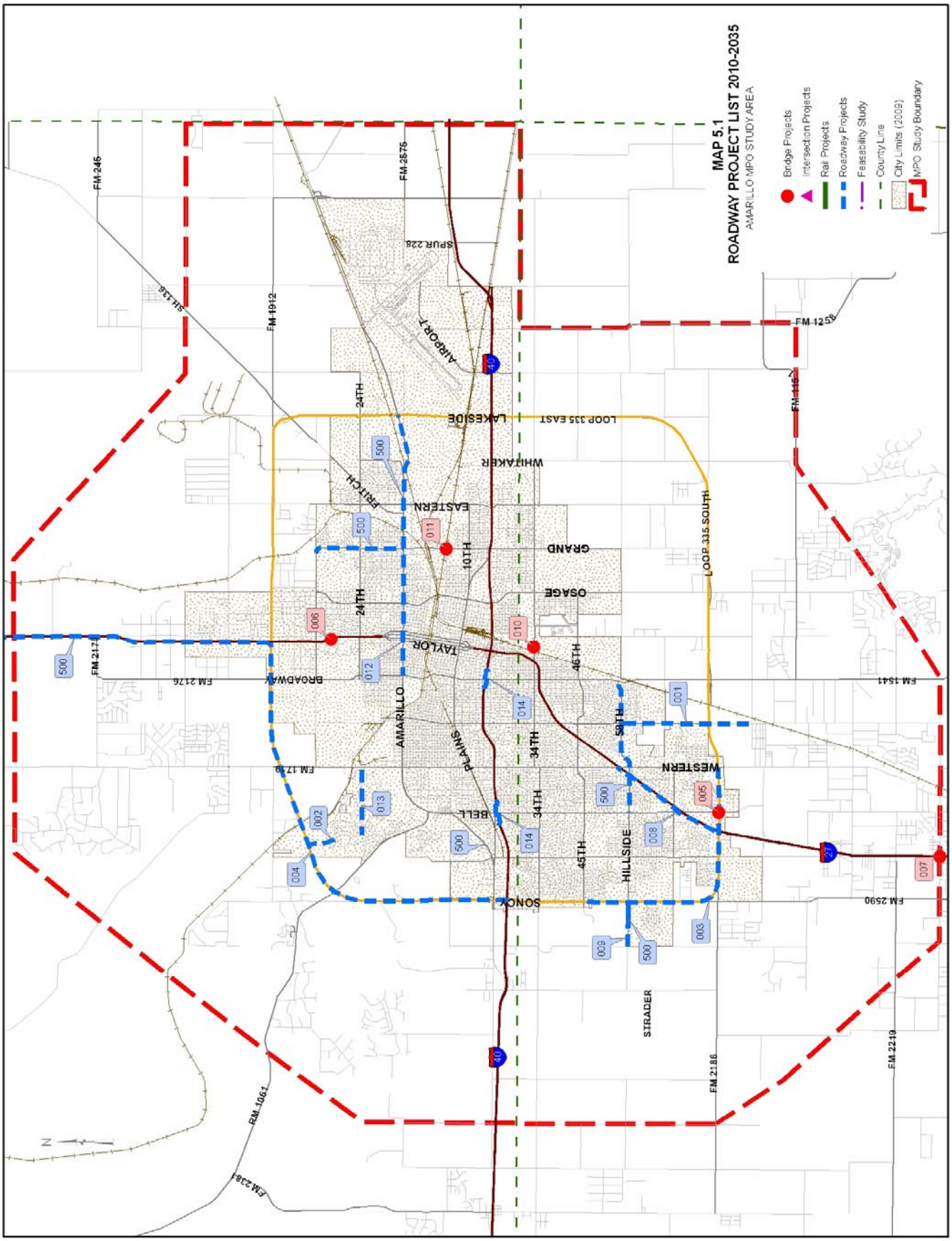

MAP 5.1
ROADWAY PROJECT LIST 2010-2035
AMARILLO MPO STUDY AREA
Bridge Projects
Intersection Projects
Rail Projects
Roadway Projects
Feasibility Study
County Line
City Limits (2009)
MPO Study Boundary
FM 245
FM 2575
SPUR 228
SH 136
FM 1912
AIRPORT
24TH
LAKESIDE
LOOP 335 EAST
FM 1258
FM 1151
WHITAKER
PRITCH
EASTERN
LOOP 335 SOUTH
GRAND
10TH
OSAGE
24TH
TAYLOR
46TH
FM 2172
FM 2176
BROADWAY
AMARILLO
PLAINS
34TH
58TH
FM 1541
FM 1258
WESTERN
BELL
34TH
45TH
HILLSIDE
SONCY
FM 2590
STRADER
FM 2186
FM 2219
FM 1061
FM 2381
N

Table 5.3
ILLUSTRATIVE LIST – Amarillo Metropolitan Transportation Plan 2010-2035
Projects are listed in alphabetical order by facility

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
AOA015	Alternate Airport Route	IH 40, North	Spur 468 (Airport Blvd)	New 4-lane arterial Ancestor: A5A82L	Illustrative	2010	$31,875
AOA016	Arden Rd	Coulter St	Helium Rd	New 4-lane arterial Ancestor: A5A55L	Illustrative	2010	$10,000
AOA017	Arden Rd	Helium Rd	Hope Rd	New 4-lane arterial	Illustrative	2010	$5,000
AOA018	Bell St	Loop 335	Sundown Ln	Upgrade to 4 lane arterial Ancestor: A5A10L	Illustrative	2010	$5,000
AOA019	Bell St	Sundown Ln	McCormick Rd	New 4-lane arterial	Illustrative	2010	$10,000
AOA020	BI 40D	Loop 335	Ong St	Upgrade w/ additional lanes Ancestor: A5A29L	Illustrative	2010	$11,250
AOA021	BI 40D	Loop 335 & RM 1061		Construct interchange & turnarounds Ancestor: A5A40L	Illustrative	2010	$12,500
AOA022	CBD dispersal Streets	IH 40/IH 27 Intrchnge	NE 15th Ave	Feasibility study to locate CBD bypass route Ancestor: A5A40S	Illustrative	2010	$1,875
AOA023	Cherry Ave	US 87	FM 1719	Upgrade to 4 lane arterial Ancestor: A5A31S	Illustrative	2010	$15,000
AOA024	Cliffside Dr	FM 1719	0.25 mi West of FM 1719	Upgrade/Rehab to standards Ancestor: A5A30S	Illustrative	2010	$625

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
AOA025	Costley Rd	Coulter St	Hope Rd	New 4-lane arterial	Illustrative	2010	$15,000
AOA026	Coulter St	SW 9th Ave	RM 1061	New 4 lane arterial Ancestor: A5A16L	Illustrative	2010	$6,000
AOA027	Coulter St	Loop 335	McCormick Rd	New 4 lane arterial Ancestor: A5A19L		2010	$12,633
NOTES:							
Phase 1	Coulter St	Loop 335	Sundown Ln	New 4 lane arterial	Illustrative	2010	$7,500
Future Phase(s)	Coulter St	Sundown Ln	McCormick Rd	New 4 lane arterial	Illustrative	2010	$5,133
AOA028	Eastern St	BNSF RR @ 3rd Ave		Construct Bridge Ancestor: A5A60L	Illustrative	2010	$7,375
AOA029	Eastern St	BNSF RR @ Amarillo Blvd		Construct Bridge Ancestor: A5A61L	Illustrative	2010	$11,625
AOA030	Eastern St	SE 34th Ave	SE 46th Ave	Upgrade to 4-lane arterial Ancestor: A5A31L	Illustrative	2010	$5,000
AOA031	Eastern St	IH 40	NE 24th Ave	Upgrade to 4-lane arterial Ancestor: A5A62L	Illustrative	2010	$15,000
AOA032	Echo St	Loop 335	Willow Creek Dr	New 4-lane arterial	Illustrative	2010	$5,000
AOA033	Farmers	FM 1541	Western St	Upgrade to 4 lane arterial Ancestor: A5A32S		2010	$7,500
NOTES:							
Phase 1	Farmers	FM 1541	BNSF RR	Upgrade to 4 lane arterial		Phase 1 completed	
Phase 2	Farmers	BNSF RR	Western St	Upgrade to 4 lane arterial	Illustrative	2010	$7,500

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
AOA034	Farmers Ave	Tradewinds St	Loop 335	New 4-lane arterial	Illustrative	2010	$25,000
AOA035	FM 1541 (Washington St)	SW 58th Ave		Intersection project w/BNSF RR Overpass & Signal Ancestor: A5A51L	Illustrative	2010	$7,375
AOA036	FM 1541 (Washington St)	Loop 335	Camp Don Harrington	Widen existing roadway Ancestor: A5A63L	Illustrative	2010	$12,500
AOA037	FM 1912	IH 40	US 60	Widen to 4 lanes Ancestor: A5A08L	Illustrative	2010	$15,000
AOA038	FM 2590 (Soncy Rd)	Loop 335 (Hollywood Rd)	Rockwell Rd	Upgrade to 4-lane Ancestor: A5A64L	Illustrative	2010	$15,000
AOA039	Gem Lake Rd	Western St	Avondale St	Rehab & widen to 4 lane arterial Ancestor: A5A65S	Illustrative	2010	$2,500
AOA040	Grand St	NE 24th Ave	Hastings Ave	Grading, Base, & Surface Ancestor: A5A28L	Illustrative	2010	$5,000
AOA041	Grand St	SE 46th Ave	SE 58th Ave	Upgrade to 4-lane arterial Ancestor: A5A53L	Illustrative	2010	$5,000
AOA042	Grand St	SE 58th Ave	Loop 335 (Hollywood Rd)	Upgrade to 4-lane arterial Ancestor: A5A47L	Illustrative	2010	$8,000
AOA043	Grand St	Hastings Ave	Willow Creek Dr	New 4-lane arterial	Illustrative	2010	$10,000
AOA044	Grand St	Comanche Trail GC	SE 46th Ave	New 4-lane arterial	Illustrative	2010	$2,500

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
AOA045	Hastings Ave	Grand St	Eastern St	New 4-lane arterial	Illustrative	2010	$5,000
AOA046	Hastings Ave	SH 136	Loop 335	New 4-lane arterial	Illustrative	2010	$3,750
AOA047	Hastings Ave	Grand St	Fm 2176	Widen C & G		2010	$15,000
NOTES:				Ancestor: A5A27L			
Phase 1	Hastings Ave	Loop 434 (River Rd)		Intersection Improvements	Illustrative	2010	
Future Phase(s)	Hastings Ave	River Road	Grand St	Widen C & G	Illustrative	2010	$10,000
AOA048	Helium Rd	IH 40	FM 2219	Upgrade to 4-lane arterial Ancestor: A5A37L	Illustrative	2010	$45,000
AOA049	Hill Rd	IH 40 NFR	Bezner Rd	Rehab existing roadway Ancestor: A5A23S	Illustrative	2010	$2,500
AOA050	Hillside Rd	Helium Rd	Hope Rd	New 4-lane arterial	Illustrative	2010	$5,000
AOA051	Hope Rd	I 40	Costely Rd	New 4-lane arterial	Illustrative	2010	$35,000
AOA052	Hughes St	BNSF RR		Rehab existing Bridge Ancestor: A5A59L	Illustrative	2010	$1,375
AOA053	IH 27	Rockwell Rd	Western St	Reconstruct to 6 lanes & to current design standards		2010	$84,625
NOTES:	This is a Multiphase Project.			Ancestor: A5A03S			
Phase 1	IH 27	Western St	Loop 335	Reconstruct to 6 lanes upgrade to current design standards	Illustrative	2010	$43,375
Phase 2	IH 27	Loop 335	Rockwell Rd	Reconstruct to 6 lanes upgrade to current design standards	Illustrative	2010	$41,250

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
AOA054	IH 27	0.1 mi North of IH 40	SW 45th Ave	Reconstruct with direct connect IH 40 to IH 27	Illustrative	2010	$22,812
NOTES:	This is a Multiphase Project			Ancestor: A5A04S			
Phase 1	IH 27	Randall County Line	SW 45th Ave	Upgrade to Interstate Standards	Illustrative	2010	
Future Phase(s)	IH 27	0.1 mi North of IH 40 Interchange	Randall County Line	Upgrade to Interstate Standards	Illustrative	2010	
AOA055	IH 27	Loop 335 (Hollywood Rd)		Add EB, WB, NB, & SB direct connect ramps Ancestor: A5A48L	Illustrative	2010	$38,020
AOA056	IH 40	FM 1541	Loop 335	Rehab existing roadway Ancestor: A5A22L	Illustrative	2010	$18,750
AOA057	IH 40	Loop 335 (Soncy Rd)	Hope Rd	Add additional lanes EB & WB Ancestor: A5A32L	Illustrative	2010	$25,250
AOA058	IH 40	Loop 335 (Soncy Rd)		Add turnaround on west side of interchange Ancestor: A5A37S	Illustrative	2010	$1,875
AOA059	IH 40	IH 27		Upgrade all interchange ramps to concrete Ancestor: A5A33L	Illustrative	2010	$22,812
AOA060	IH 40	IH 40 / US 287 Split	Ross St	Reconstruct existing roadway Ancestor: A5A36L	Illustrative	2010	$28,135
AOA061	IH 40	Ross/Osage, Georgia, Western, & Coulter Streets		Lengthen Bridges Ancestor: A5A41L	Illustrative	2010	$3,042
AOA062	IH 40	Loop 335 (Lakeside St)		3-Level interchange-as per 1998 Value Engineering Study Report Ancestor: A5A42L	Illustrative	2010	$14,052

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
AOA063	IH 40	Carson County Line	Hope Rd	Landscaping / Beautification improvements Ancestor: A5A49L	Illustrative	2010	$4,562
AOA064	IH 40	Western St WB		Add refuge lane for existing turnaround Ancestor: A5A02S	Illustrative	2010	$2,500
AOA065	IH 40	Carson County Line	Hope Rd	Upgrade ramps to current design standards Ancestor: A5A38S	Illustrative	2010	$18,750
AOA066	IH 40	Georgia St		Replace Exit Ramp Ancestor: A5A45S	Illustrative	2010	$3,589
AOA067	IH 40	Loop 335(Lakeside) & Whitaker Rd		Build Turnarounds Ancestor: A5A38L	Illustrative	2010	$5,625
AOA068	IH 40 NFR & SFR	Loop 335 (Soncy Rd)	Helium Rd	Widen existing roadway w/ C&G, storm drains Ancestor: A5A50L	Illustrative	2010	$6,250
AOA069	IH 40 SFR	Loop 335	Coulter St	Widen existing Frontage Road Ancestor: A5A17S	Illustrative	2010	$2,500
AOA070	Jackrabbit Rd	IH 40	NE 8th Ave	Add 2 Lanes Ancestor: A5A05L	Illustrative	2010	$2,750
AOA071	Loop 335	BNSF RR & Hester Rd		Construct RR grade separation Ancestor: A5A39S	Illustrative	2010	$10,000
AOA072	Loop 335	SH 136		Add entrance & exit ramps Ancestor: A5A34S	Illustrative	2010	$3,750

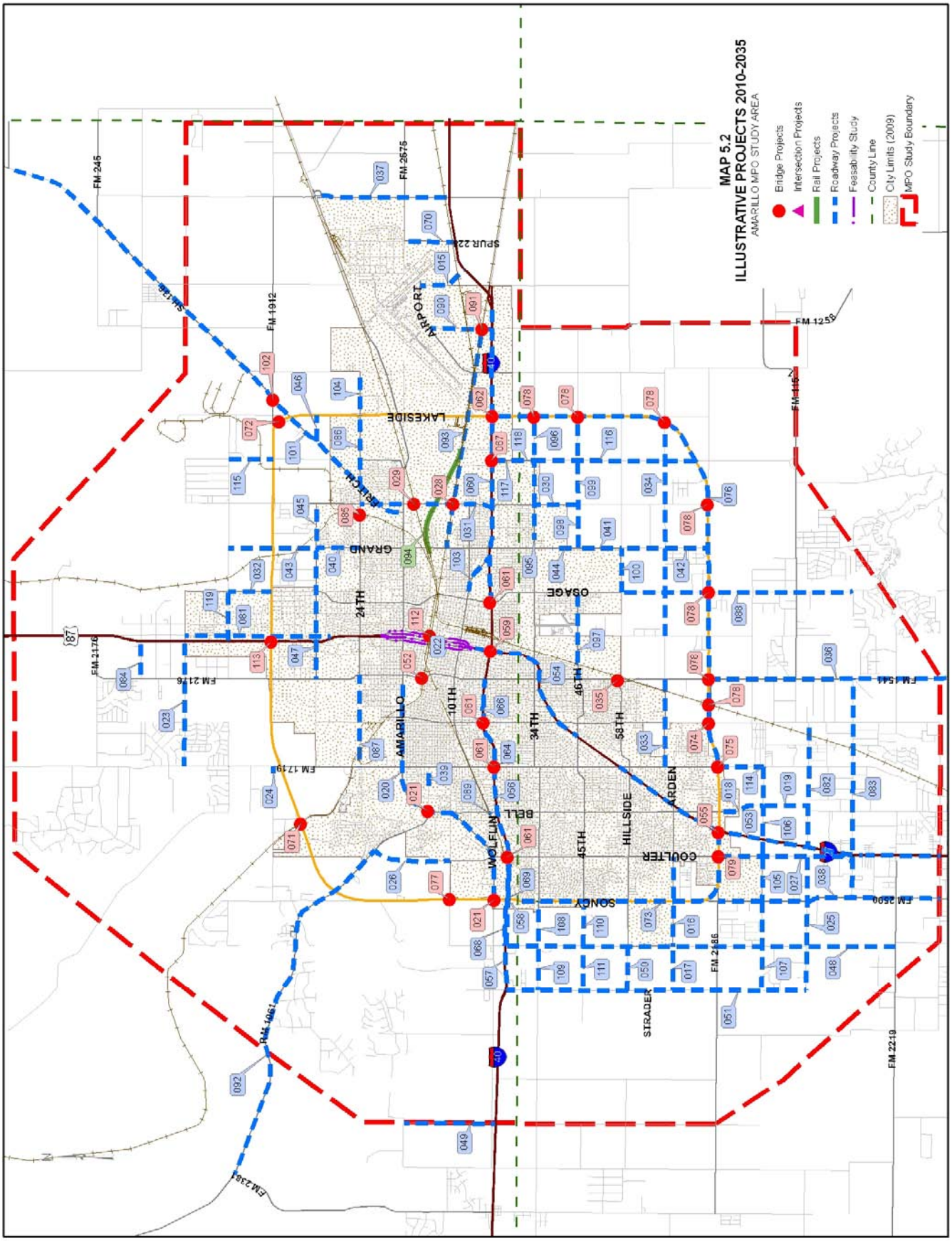
MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
AOA073	Loop 335			Upgrade SW quadrant to freeway standards-feasibility study Ancestor: A5A41S	Illustrative	2010	$169,375
AOA074	Loop 335	Georgia St		Construct Bridge & interchange-as per 1998 Value Engineering Study Report Ancestor: A5A13L	Illustrative	2010	$7,375
AOA075	Loop 335	Western St		Construct bridge & interchange-as per 1998 Value Engineering Study Report Ancestor: A5A14L	Illustrative	2010	$7,375
AOA076	Loop 335	IH 27 East & North	South of IH 40	Upgrade SE Quadrant to 4lane divided as per 1998 Value Engineering Study Report Ancestor: A5A25L	Illustrative	2010	$30,416
NOTES:	This is a Multiphase Project.						
Phase 1	Loop 335	IH 27, E & N	Potter County Line	Add 2 lanes and Bridges	Illustrative	2010	
Future Phase(s)	Loop 335	Potter County Line	IH 40	Add 2 Lanes and Bridges	Illustrative	2010	
AOA077	Loop 335	SW 9th Ave		Construct Interchange Ancestor: A5A26L	Illustrative	2010	$7,500
AOA078	Loop 335	BNSF RR, FM 1541, Osage St, Eastern St, Farmers Ave, SE 34th Ave, SE46 Ave		Construct SE Quadrant interchanges-as per 1998 Value Engineering Study Report Ancestor: A5A35L	Illustrative	2010	$8,669
AOA079	Loop 335	Coulter St		Construct interchange & turnaround Ancestor: A5A44L	Illustrative	2010	$7,500
AOA080	Loop 335	Various Intersections		ITS: Closed Loop Systems	Illustrative	2010	$1,250

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
AOA081	Loop 434 (River Rd)	US 87/287	Cherry Ave	Upgrade to 4-lane arterial Ancestor: A5A30L	Illustrative	2010	$18,750
AOA082	Mack Rd	I-27	Georgia St	New 4-lane arterial	Illustrative	2010	$15,000
AOA083	McCormick Rd	FM 2590	FM 1541	Upgrade to 4 lane arterial Ancestor: A5A21L	Illustrative	2010	$25,000
AOA084	Mobley Rd	US 87	Broadway Dr	Rehab and widen to 4 lane arterial Ancestor: A5A66S	Illustrative	2010	$5,000
AOA085	NE 24th Ave	BNSF RR		Construct overpass Ancestor: A5A04L	Illustrative	2010	$7,375
AOA086	NE 24th Ave	SH 136	Loop 335	Upgrade to 4 lane arterial Ancestor: A5A07L	Illustrative	2010	$7,500
AOA087	NW 24th Ave	Hughes St	Western St	New 4-lane arterial Ancestor: A5A56L	Illustrative	2010	$8,000
AOA088	Osage St	SW 58th Ave	McCormick Rd	Upgrade to 4 lane arterial Ancestor: A5A06L	Illustrative	2010	$25,000
AOA089	Plains Blvd	Bell St		Add Eastbound right turn lane Ancestor: A5A33S	Illustrative	2010	$313
AOA090	Pullman Rd	IH 40	Spur 468 (Airport Blvd)	Widen existing roadway Ancestor: A5A17L	Illustrative	2010	$5,000
AOA091	Pullman Rd	At SE 3rd Ave & BNSF RR		Construct overpass Ancestor: A5A23L	Illustrative	2010	$7,375

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
AOA092	RM 1061	Coulter St	FM 2381	Widen existing roadway Ancestor: A5A25S	Illustrative	2010	$17,500
AOA093	SE 3rd Ave	Grand St	Pullman	Upgrade to 4 lane arterial Ancestor: A5A01L	Illustrative	2010	$25,000
AOA094	SE 3rd Ave	Manhattan St	Big Texan Road	BNSF Railroad Relocation Ancestor: A5A67S	Illustrative	2010	$27,000*
AOA095	SE 34th Ave	Hill Rd	Eastern St	Upgrade to 4 Lane arterial Ancestor: A5A24S	Illustrative	2010	$1,875
AOA096	SE 34th Ave	Eastern St	Loop 335 (Lakeside St)	Upgrade to 4-lane arterial Ancestor: A5A45L	Illustrative	2010	$10,000
AOA097	SE 46th Ave	FM 1541	Osage St	Upgrade to 4-lane arterial Ancestor: A5A52L	Illustrative	2010	$10,000
AOA098	SE 46th Ave	Grand St	Eastern St	Upgrade to 4-lane arterial Ancestor: A5A46L	Illustrative	2010	$5,000
AOA099	SE 46th Ave	Eastern St	Loop 335	New 4-lane arterial	Illustrative	2010	$5,000
AOA100	SE 58th Ave	Grand St	Osage St	Upgrade to 4-lane arterial Ancestor: A5A54L	Illustrative	2010	$4,000
AOA101	SH 136	BI 40D	FM 293	Widen existing roadway Ancestor: A5A44S	Illustrative	2010	$7,500
AOA102	SH 136 (Fritch Hwy)	FM 1912		Construct grade separation Ancestor: A5A65L	Illustrative	2010	$9,125

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
AOA103	Spur 395 (T-Anchor Blvd)	IH 40	SE 10th Ave	Redesign roadway & landscape Ancestor: A5A27S	Illustrative	2010	$3,042
AOA104	Spur 591	Loop 335	Folsom Rd	Upgrade to 4 lane arterial Ancestor: A5A07L	Illustrative	2010	$5,000
AOA105	Sundown Ln	Coulter St	FM 2590 (Soncy Rd)	Rehab and Widen to 4 lane Arterial Ancestor: A5A64S	Illustrative	2010	$5,000
AOA106	Sundown Ln	Western St	Coulter St	Upgrade to 4 lane arterial Ancestor: A5A09L	Illustrative	2010	$10,000
AOA107	Sundown Ln	FM 2590	Hope Rd	New 4-lane arterial	Illustrative	2010	$10,000
AOA108	SW 34th Ave	Loop 335	Helium Rd	New 4 lane arterial Ancestor: A5A18L	Illustrative	2010	$5,000
AOA109	SW 34th Ave	Helium Rd	Hope Rd	New 4-lane arterial	Illustrative	2010	$5,000
AOA110	SW 45th Ave	Loop 335	Helium Rd	New 4-lane arterial Ancestor: A5A34L	Illustrative	2010	$5,000
AOA111	SW 45th Ave	Helium Rd	Hope Rd	New 4-lane arterial	Illustrative	2010	$5,000
AOA112	US 87/287	BNSF RR		Replace bridge & approaches Ancestor: A5A36S	Illustrative	2010	$750
AOA113	US Hwy 87/ 287	At Loop 335 (St Francis Ave)		3-Level interchange-as per 1998 Value Engineering Study Report Ancestor: A5A43L	Illustrative	2010	$9,992

MPO ID	Facility	From / At	To	Description	Status	Timing	YOE Total Project Cost X $1000
AOA114	Western St	Loop 335	Sundown Ln	New 4 lane arterial Ancestor: A5A20L	Illustrative	2010	$5,000
AOA115	Whitaker Rd	Loop 335	Willow Creek Dr	New 4-lane arterial	Illustrative	2010	$5,000
AOA116	Whitaker Rd	SE 34th Ave	Loop 335	New 4-lane arterial	Illustrative	2010	$18,750
AOA117	Whitaker Rd	IH 40	County Line	Upgrade to 4 lane arterial Ancestor: A5A02L	Illustrative	2010	$2,500
AOA118	Whitaker Rd	County Line	SE 34th Ave	Upgrade to 4 lane arterial Ancestor: A5A03L	Illustrative	2010	$2,500
AOA119	Willow Creek	US 87	East City Limits	Widen w/ C&G Ancestor: A5A12L	Illustrative	2010	$5,000
				TOTAL			**$1,289,713**


MAP 5.2
ILLUSTRATIVE PROJECTS 2010-2035
AMARILLO MPO STUDY AREA
Bridge Projects
Intersection Projects
Rail Projects
Roadway Projects
Feasability Study
County Line
City Limits (2009)
MPO Study Boundary
FM 245
FM 2575
SPUR 228
FM 1912
AIRPORT
FM 1258
FM 1151
LAKESIDE
FM 2186
GRAND
24TH
OSAGE
87
FM 2176
AMARILLO
10TH
34TH
46TH
58TH
FM 1541
FM 1719
BELL
WOLFLIN
45TH
HILLSIDE
ARDEN
COULTER
SONCY
FM 2590
FM 1061
STRADER
FM 2219
FM 2381

BICYCLE AND PEDESTRIAN PLAN

Introduction

Traditionally, bicycle and pedestrian facilities had not been included in the transportation planning process. Thus, facilities to accommodate these transportation modes did not always receive a high priority. The passage of ISTEA changed the way bicycle and pedestrian facilities were considered. The bill required the MPO's to include these facilities in the overall transportation system.

The Americans with Disabilities Act (ADA) has also required the City of Amarillo to provide improved facilities for the disabled. While this act is not specifically geared toward improving pedestrian facilities, many of the requirements do provide a secondary effect on pedestrians.

Existing Facilities

In the Amarillo Study Area, during the early 70's, the City of Amarillo developed a designated bicycle route that provided a loop around the City. The signage for that facility was later removed and any striping that was present has been removed by seal coat or overlay projects.

In 2003, the City adopted the Amarillo Hike and Bike Plan, Map 5.4. A primary objective of the bicycle and pedestrian plan was to carefully integrate bicycle and pedestrian transportation modes with vehicular transportation in order to achieve a balanced multi-modal transportation system. The City is currently in the process of updating its Comprehensive Plan, which will have elements updating the existing Amarillo Hike and Bike Plan. These updates will help to further incorporate the use of bike and pedestrian facilities into our transportation system.

Sidewalk facilities have been provided throughout the City on most developed lots within the City. The City requires, by ordinance, all new developments to install sidewalks and ramps, where applicable, along the property frontage. While this does not always provide for a continuous sidewalk system, it does insure that pedestrian facilities are provided along developed land. The City has completed a number of related projects that added several million dollars worth of ADA ramps through out the city. Pedestrian signal facilities have also been provided at most signal locations.

Opportunities And Limitations

Bicycling or walking as an alternative mode of transportation does not provide a significant number of trips. These alternative modes of transportation have been limited by the citizen’s demand for these facilities. Until changes in the attitude of the public are made, bicycling and walking are not likely to become major forms of transportation. One of the reasons citizens have not considered these alternate modes of transportation is in part due to the lack of adequate facilities.

Accommodating commuting bicyclists not only requires on-street facilities and trails, but also parking and support facilities such as showers and lockers. A lack of these

amenities has diminished the opportunity for citizens to consider bicycling as an alternative form of transportation. The majority of people who do bike usually do so for recreation. Only when adequate facilities are provided will citizens seek bicycling and walking as alternative sources of transportation.

The City acquired abandoned railroad right of way and was fortunate to have a rails-to-trails transportation enhancement project selected by the Texas Transportation Commission. That project, the Rock Island Rail Trail, now ties bicycle and pedestrian trails to the transit transfer station located in the Central Business District (CBD) to the existing trails of the regional hospital district on the western edge of the City. A local bicycle-pedestrian plan coupled with the construction of the rails-to-trails project afforded an opportunity to provide citizens with bicycle and pedestrian facilities, which is used for recreation and commuting purposes. The MPO supports these efforts to provide new choices in transportation modes to citizens of the area.

The MPO will continue to encourage and support projects that allow for development of alternative modes of transportation and related facilities. With efforts such as the Rock Island Rail Trail, the promotion of bicycling or walking as alternative modes of transportation will be limited only by citizen's desires for these types of facilities.

Safe Routes to School

The Safe Routes To Schools (SRTS) programs enable and encourage children, including those with disabilities, to walk and bicycle to school. The programs make walking and biking to school safe and more appealing. SRTS projects and activities improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of primary and middle schools. Communities are able to use the funds to address hazards and slow traffic on roads that serve schools, as well as to build pathways, bike lanes, and sidewalks near schools.

Eligible applicants include state, local, and regional agencies, nonprofits, and public schools. Primary beneficiaries must be students, Kindergarten through grade 8. The competitive application process is administered by the Texas Department of Transportation. The approved projects are 100 percent federally funded. Award recipients must comply with federal and state funding requirements. Infrastructure projects must be within two miles of a school and on public property or private land with legal public-access easements.

SRTS Objectives

- to enable and encourage children in grades K-8, including those with disabilities, to walk and bicycle to school
- to make bicycling and walking to school a safer and more appealing transportation alternative, thereby encouraging a healthy and active lifestyle from an early age
- to facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools

SRTS Benefits

- Increased bicycle, pedestrian, and traffic safety
- More children walking and bicycling to and from schools
- Decreased traffic congestion
- Improved childhood health
- Reduced childhood obesity
- Encouragement of healthy and active lifestyles
- Improved air quality
- Improved community safety
- Reduced fuel consumption
- Enhanced community accessibility
- Increased community involvement
- Improvements to the physical environment that increase the ability to walk and bicycle to and from schools
- Increased interest in bicycle and pedestrian accommodations throughout a community
- Improved partnerships among schools, local municipalities, parents, and other community groups, including non-profit organizations

SRTS Elements

The Safe Routes To School program is intended to be comprehensive, utilizing infrastructure enhancements to improve bicycle and pedestrian mobility and safety, as well as non-infrastructure approaches including bicycle and pedestrian safety education, awareness of the opportunities to safely bike and walk to school, and by addressing safety concerns through law enforcement activities. The Program is divided into five elements, which include both infrastructure and non-infrastructure components, referred to as the "5 E's". A general description of each element is provided below.

- **Engineering** – Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds or potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails, and bikeways.
- **Education** – Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
- **Enforcement** – Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing-guard programs.
- **Encouragement** – Using events and activities to promote walking and bicycling.
- **Evaluation** – Monitoring and documenting outcomes and trends through the collection of data, including the collection of data before and after the interventions.

SRTS Potential Projects
The Amarillo MPO plans to compete for Safe Routes to Schools Funds. Plans under consideration and a category for potential development are shown in the following table.

Table 5.4
Safe Routes to School Projects

Project ID	Description	Cost x1000
A105ASR-01	Sidewalk Project – NE 15th Ave (north side) From US 87/287 To N. Mirror St	300
A105ASR-02	Sidewalk Project – NE 24th Ave (north side) From US 87/287 To N Roosevelt St	300
A105ASR-03	Sidewalk Project – N Coulter St (east side) From Foothill Dr To Fairway Dr	200
A105ASR-04	VARIOUS PROJECTS	

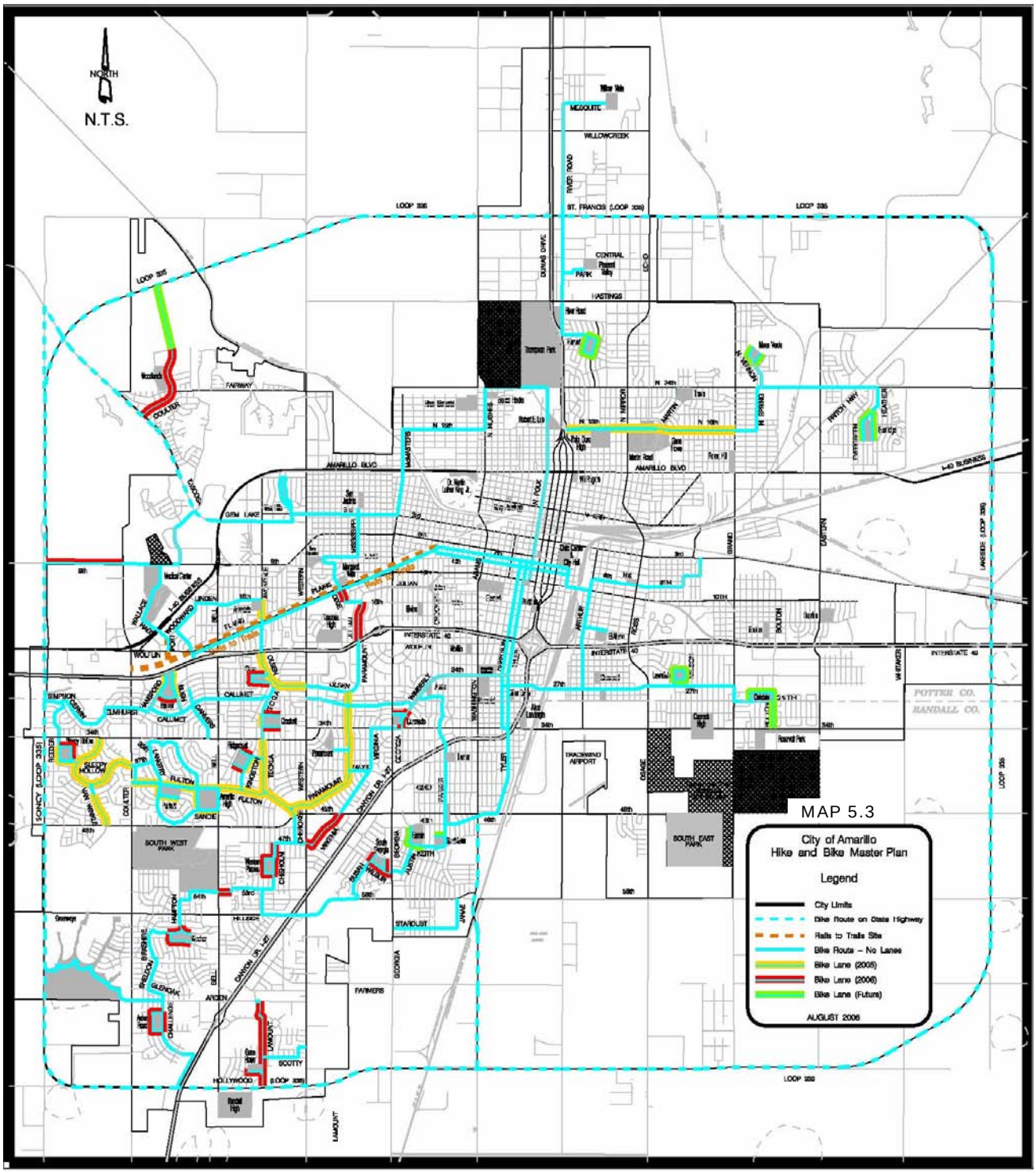
Policy Considerations
To improve the bicycle and pedestrian facilities within the Amarillo Study Area the following policies will be considered:

- Adopt and maintain the City's comprehensive bicycle plan for the study area
- Develop a sidewalk inventory for all streets classified as a collector or above
- Identify areas of deficiency and gaps that need to be completed to provide for a continuous pedestrian system
- Revise arterial and collector street striping standards to accommodate bicyclists where possible
- Review all seal coat and overlay projects to evaluate the incorporation of bicycle and pedestrian facilities
- Incorporate bicycle and pedestrian facilities into new roadway projects
- Promote bicycle safety training
- Incorporate methods to accommodate intermodal use of bicycle and transit facilities
- Promote development regulations and ordinances that provide for sidewalks and access ramps
- Improve pedestrian access at intersections and across medians

Plan Elements
The elements selected to improve the bicycle and pedestrian system include:

- sidewalk improvements
- on street bike facilities
- intersection improvements
- safety improvements
- ADA improvements

These improvements will be refined as the MPO develops information on deficiencies in the system.


NORTH
N.T.S.
City of Amarillo
Hike and Bike Master Plan
Legend
City Limits
Bike Route on State Highway
Rails to Trails Site
Bike Route – No Lanes
Bike Lane (2005)
Bike Lane (2006)
Bike Lane (Future)
AUGUST 2006

MAP 5.3

TRANSIT PLAN

Introduction

The City of Amarillo provides public transportation services, operated by Amarillo City Transit (ACT). Services include a fixed-route system and a demand response para-transit system. Local transit services for the City of Amarillo have been in operation since 1925. The City of Amarillo began operating the local fixed-route system in 1966. Prior to that time, the system was privately owned. Para-transit service, designated as "Spec-Trans", is designed for persons who have a disability that prevents travel on an accessible fixed-route bus. The Spec-Trans service was initiated in July of 1989.

The existing transit system provides a transportation alternative to the citizens of Amarillo. Unfortunately, long trip lengths, a primary dependence on the automobile, combined with ease of mobility in the City, has discouraged most citizens from using public transportation as an alternative to driving.

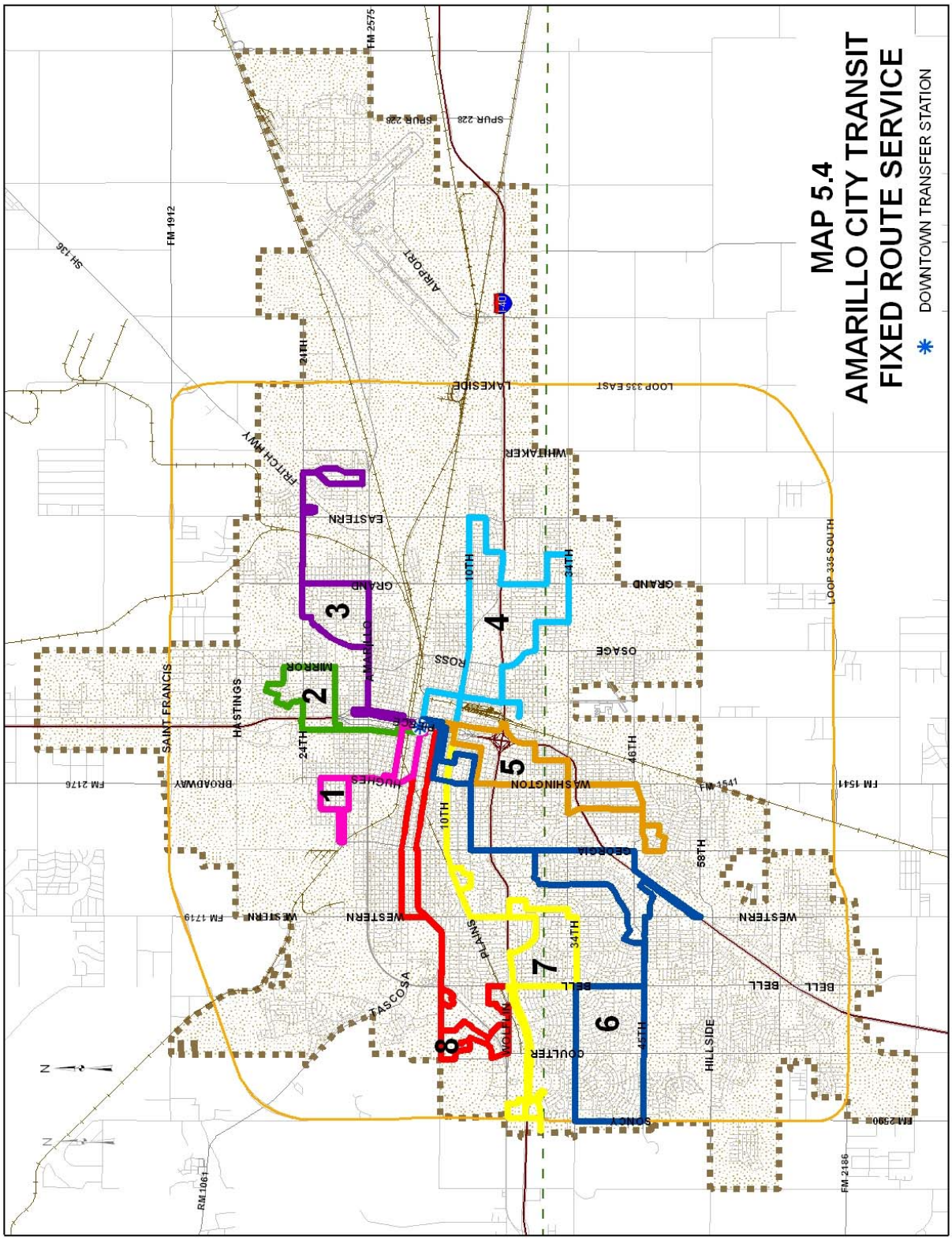
The Transit Department anticipates that future passenger growth will come from Spec-Trans passengers and persons with disabilities who are capable of utilizing a fixed-route bus. Another source of passenger growth is attributed to 'client dumping' from other agencies because of budget cuts related to transportation.

In planning for future transportation needs, ridership trends must be considered to provide the best possible service for those who use it. Local trends indicate that the majority of passengers who utilize the transit system do so as a primary means of transportation. Opportunities to upgrade the transit system and boost ridership are limited by several factors such as the availability of funding, a shrinking passenger base, and the continued dependence on private vehicles.

Amarillo City Transit has gone to great lengths to make the fixed-route system accessible to persons with disabilities. Despite those efforts very few persons have made the transition from para-transit to the fixed-route system. Amarillo City Transit has implemented trip-by-trip eligibility, fixed route travel training and fixed route deviations. In the future the Transit Department may consider other options such as reducing the para-transit service area to ¾ of a mile on each side of the fixed route and feeder routes to integrate persons with disabilities into the fixed-route system.

Fixed-route System

The ACT Fixed-route System comprises eight radial routes that start in downtown Amarillo and end at various destinations in the outer city. This system requires coordinated route schedules that provide for arrival at the downtown transfer location on alternating 30 to 40 minute intervals so that riders may easily transfer. Timed-transfers are both an operational and customer-orientated approach, with transfers possible every 30 to 40 minutes during service hours.


MAP 5.4
AMARILLO CITY TRANSIT
FIXED ROUTE SERVICE
DOWNTOWN TRANSFER STATION
1
2
3
4
5
6
7
8
FM 2575
SPUR 228
FM 1912
SH 136
AIRPORT
24TH
LAKESIDE
LOOP 335 EAST
WHITAKER
FRITCH HWY
EASTERN
GRAND
MIRROR
CLEVELAND
10TH
34TH
ROSS
OSAGE
LOOP 335 SOUTH
SAINT FRANCIS
HASTINGS
24TH
HUGHES
BROADWAY
FM 2176
46TH
WASHINGTON
FM 1541
FM 1541
GEORGIA
58TH
WESTERN
FM 1719
WESTERN
PLAINS
34TH
BELL
BELL
BELL
FASCOSA
COULTER
45TH
HILLSIDE
SUNCT
FM 2590
FM 2186
RM 1061

Service Area

The Amarillo city limits include over 100.2 square miles. The Amarillo City Transit (ACT) service area is defined as the portion of the city west of Lakeside Drive. This area covers approximately 85 square miles. The area realistically served by a bus route is generally considered the area contained by a strip one-quarter mile on either side of that route. One-quarter mile is the industry standard for the maximum distance a rider might walk to use a fixed-route bus. According to this standard, the area served by ACT Fixed-Route System is about 32 square miles. Spec-Trans services operate within the 85 square mile service area also.

Vehicle Fleet

The ACT fixed-route fleet is comprised of 17 mid-sized transit buses. All of the buses are equipped with a wheelchair lift, forward facing wheelchair securement areas and a bus stop announcing system that allows persons with visual and hearing impairments the opportunity to orient themselves while the bus is in motion.

Days and Hours of Service

ACT provides service Monday through Saturday from 6:00 a.m. to 7:00 p.m., but the hours of operation vary by route. Services are not provided on the following holidays: New Year's Day, Martin Luther King Jr. Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving, Day after Thanksgiving and Christmas.

Fare Structure

ACT does not issue any type of a prepaid transit pass. Prepaid regular fare tickets are available for purchase at the Transit Department and at City Hall. Prepaid tickets have no expiration date and can be used to board any fixed-route bus. The fare structure for the system is listed below.

ACT Fixed-Route Passenger Fares

- Adult .75
- Children (6-12) .60
- Children under 6 Free when accompanied by an adult
- Student .60
- Senior Citizen .35
- Person with a Disability .35

Transfer Facility

All ACT routes radiate from a transfer facility located at 211 S Fillmore Street. This location is at the corner of SE 3rd Avenue and Fillmore Street, across from the Amarillo Police Department. The transfer station is well located from a regional perspective. It is located within the downtown business district with pedestrian access to retail, commercial office facilities, and employment locations within the central business corridor.

The downtown transfer facility is a new resource for transit passengers. The building was completed in 2003. It features a climate-controlled waiting room, lobby area with seating, and public restrooms. These passenger amenities allow transit patrons a familiar place to wait for their bus with convenience and safety. Security lighting and protection from the elements are available to waiting passengers during all hours of operation. Passengers may board and alight transit vehicles away from the street and out of the elements.

Spec-Trans Service

Spec-Trans service is a demand response para-transit operation providing transportation for certified mobility impaired residents of Amarillo who cannot physically use an accessible fixed-route bus. Spec-Trans provides curb-to-curb service with lift-equipped vans for any trip purpose within the ACT service area. Persons may apply directly to ACT for certification.

Spec-Trans service is provided on a space-available (first-come-first served) basis. Trip reservations may be scheduled from 8:00 a.m. until 5:00 p.m. Monday thru Saturday. Reservations may be made on Sundays and after 5:00 p.m. by leaving a message on the answering machine.

A subscription service is available for riders who make the same trip at least three times per week. Subscription trips are available for up to 50% of Spec-Trans capacity at any given time of the day.

Eligibility

Persons who wish to use Spec-Trans must obtain an application from the ACT Transit office. Applicants must attend a certification interview comprised of Transit Department staff members and Panhandle Independent Living Center agency staff members.

The interview includes questions regarding the person's abilities, a description of Spec-Trans service, and an opportunity for the applicant to ask questions regarding the service. Applicants are notified by mail of the approval or disapproval of their applications. Out of town visitors may use Spec-Trans by calling for reservations and showing proof of para-transit eligibility from their place of residence.

Days and Hours of Service

Spec-Trans service operates Monday through Saturday, between 6:30 a.m. and 7:00 p.m. Service is not offered on the following holidays: New Year's Day, Martin Luther King Jr. Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving, Day after Thanksgiving and Christmas.

Fare Structure

ACT does not issue any type of a prepaid Spec-Trans pass. Prepaid regular fare tickets are available for purchase at the Transit Department and at City Hall. Prepaid tickets have no expiration date and can be used to board any Spec-Trans vehicle.

Prepaid tickets are available by purchasing a booklet of twenty tickets for $30.00 at the ACT office and in Traffic Engineering Department at City Hall. Tickets are non-refundable. Other passengers, excluding a personal care attendant accompanying an eligible rider, are accepted on a space available basis. The fare structure for the system is listed below.

ACT Spec-Trans Passenger Fares

- Adult 1.50
- Children (6-12) 1.50
- Children under 6 Free when accompanied by an adult
- Student 1.50
- Senior Citizen 1.50
- Passenger Care Attendants Free

No Show Policy

Spec-Trans "no show" policy states that cancellations must be made at least four hours before the scheduled trip to avoid being charged a "no show". If riders receive a "no show" they are required to pay a double fare for the unused trip. If a passenger accumulates a number of unpaid, unappealed "no show", service will be suspended until all "no show" charges are paid in full. There is limit to the number of "no show" trips allowed. Passengers who ride 5 or more times per month will be allowed to accumulate 5 unappealed, unpaid "no show" trips. Passengers who ride fewer than 5 times per month will be allowed 3 unappealed, unpaid "no show" trips.

Para-transit Fleet

The ACT para-transit fleet is comprised of 7 lift-equipped vans. Six operate with one retained as a spare. Each van has a seating capacity of 11-seated passengers and is equipped with a wheel chair lift and three forward facing wheel chair securement areas.

Americans with Disabilities Act

Amarillo City Transit has over 425 designated accessible bus stops. This means that at each stop a curb cut, ramp, and loading pad are available to accommodate any person that desires to board a bus at that location. In the past, the City of Amarillo has completed construction projects that improve accessibility of fixed-route buses. The last project resulted in 91,045 square feet of new sidewalk and ramps, 614 linear feet of curb and gutter, and 722 ramps to make corners accessible.

Other improvements continue to be made for passenger convenience and ADA compliance. Amarillo City Transit has invested in lift-equipped vehicles with forward facing securement areas and an automated programmable bus stop announcing system. The Fixed-Route System is designed with color-coded and numeric designations that assist passengers who are unable to read.

An increased use of audible pedestrian signals at traffic signal locations along the fixed-route bus corridors is among these improvements. Funding drawn over several grant

years was utilized to provide new security measures inside the transit vehicles. Video cameras installed on each vehicle provide a more secure passenger environment and allows a more thorough review of accidents, complaints, and vandalism.

Inventory of Physical Assets
The Transit Department owns 17 fixed-route 30-foot buses. Twelve are in service and 5 are retained as spares. The Department also owns 7 para-transit vans, 6 are used in service and one is retained as a spare. The Department just received 4 new para-transit vehicles – as soon as the new vehicles are ready for service, 4 old vehicles will be removed from service. All maintenance is conducted on site by a staff of 4 mechanics and 2 service personnel.

Revenue
Fixed-route fare box revenue is declining, while Spec-Trans revenue is increasing. According to fiscal year 07-08 statistics, the average one-way trip on a fixed-route bus cost $8.46 and the average one-way trip on Spec-Trans cost $34.75.

Opportunities And Limitations
The existing transit system provides an excellent transportation alternative to the citizens of Amarillo. Unfortunately, lengthy fixed route trip lengths, dependence on the automobile, a lack of congestion, and the ease of mobility in the City have not encouraged citizens to use transit as an alternative to driving.

In planning for future transit facilities the ridership trends must be considered to provide the best possible service for those who use it. Local trends indicate that the majority of passengers utilizing the transit system do so as a primary means of transportation.

To meet the needs of the transit ridership, several improvements could be made to the existing system. They include: increasing the number of buses in operation, providing extended hours of service, extending the service area, improving the transfer facility, providing improved accessibility and improving the image.

The opportunities to upgrade the transit system and increase ridership will be limited by several factors. The major factor will be the availability of funding. Other factors limiting transit growth include: vehicular dependence and ADA requirements.

Policy Considerations
Improvements to the transit system will consider the following policy considerations.

- Continue to develop new designated bus stops on all routes to meet ADA requirements of accessibility
- Continue to develop improved communications which would include large print maps, Braille, audio and video materials about the system
- Develop improved marketing strategies to reach potential riders
- Identify and monitor areas of possible route expansion
- Improve training efforts on the use of the Fixed-route system

Plan Elements
The projects identified in the short- and long-range plan include operating expenses, buses, vans, and various equipment and passenger amenities.

Table 5.5
Short Range Plan 2010-2020

Project ID	Description	Cost x $1000
A0AT01S	Operating Expense	61,715
A0AT02S	Bus Replacement Vehicles	6,750
A0AT03S	Para-transit Vehicles	2,049
A0AT04S	Equipment (various)	1,500
A0AT05S	Passenger Amenities	500
TOTAL		72,514

Table 5.6
Long Range Plan 2021-2035

Project ID	Description	Cost x $1000
A0AT01L	Operating Expense	141,061
A0AT02L	Bus Replacement Vehicles	7,520
A0AT03L	Para-transit Vehicles	987
A0AT04L	Equipment (various)	672
TOTAL		150,240

Section 5310 Transit Services
Elderly and disabled transportation within the MPO boundary using Section 5310 funds has been on going since approximately 1978. At one time, these transportation services were provided by the Amarillo Multi-service Center for the Aging, which received federal assistance through the Section 5310 program. Today, the Panhandle Community Services agency provides transportation services for the elderly and people with disabilities in the metropolitan planning area. The Section 5310 program funding is used for the purchase of service transportation only.

Table 5.7
Short Range Plan 2010-2020

Project ID	Description	Cost x1000
A0ASEC5310-1S	Purchase of Service Transportation	3,129.5

Table 5.8
Long Range Plan 2021-2035

Project ID	Description	Cost x1000
A0ASEC5310-1L	Purchase of Service Transportation	9,842.4

Section 5311 Transit Services
Panhandle Community Services provides rural transportation services in the 26 county area of the Panhandle under the section 5311 program. Panhandle Transit operates 50 vehicles within the Amarillo TxDOT District. The transit service has been on going since 1984. The Federal Transit Administration (FTA) provides the major funding for the rural service, with matching funds provided by State and local sources. Transportation is provided from rural locations into the metropolitan area on a closed-door basis.

TRANSPORTATION ENHANCEMENT PROJECTS

Introduction

The Statewide Transportation Enhancement Program is a provision of SAFETEA-LU that provides funding for projects that are not normally considered for federal transportation dollars. Eligible projects must have a direct connection with the Surface Transportation System and be related by function, impact, or proximity. The program is administered in accordance with applicable federal and state rules and regulations. It is competitive statewide. It has designated categories for which projects can be submitted to be considered for funding. Those categories include:

- Provision of facilities for pedestrians and bicycles
- Provision of safety and education activities for pedestrians and bicyclists
- Acquisition of scenic easements and scenic or historic properties (including historic battlefields)
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation and operation of historic transportation buildings, structures, or facilities, including historic railroad facilities and canals
- Preservation of abandoned railway corridors, including conversion and use for pedestrian and bicycle trails
- Inventory, control and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation
    - to address water pollution due to highway runoff; or
    - reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Establishment of transportation museums

The funds provided by this program are on a cost reimbursement basis. It is not a grant. Projects undertaken with enhancement funds are eligible for reimbursement of up to 80% of allowable costs. The governmental entity nominating a project is responsible for the remaining cost share, including all cost overruns. Transportation enhancement projects are presented to the Metropolitan Planning Organization Policy Committee for review and endorsement. The MPO offers guidance and encouragement for each new and varied project developed by the regional community. While the MPO plays a role in the evolution of these projects, the Texas Transportation Commission will ultimately review and select any transportation enhancement projects.

Potential Projects

The Amarillo MPO plans to compete for Transportation Enhancement Funds. Plans under consideration and a category for potential development are shown in the following table.

Table 5.9
Enhancement Projects

Project ID	Description	Cost x1000
A0A-TE-01	RAILS TO TRAILS – Phase 2	4,000
A0A-TE-02	CBD STREET SCAPE	3,400
A0A-TE-03	OLD ENGLISH AIR MUSEUM	
A0A-TE-04	HISTORIC US HWY 66	
A0A-TE-05	VARIOUS PROJECTS	

CONGESTION/DEMAND MANAGEMENT STRATEGIES

Introduction

The purpose of the Congestion/Demand Management Strategy is to improve mobility on the existing transportation network by identifying areas of congestion and employing operational improvements to reduce those problems. In the mid 1990's, the Amarillo MPO developed a Congestion Management System (CMS) designed for compliance with federal regulations and the ISTEA legislation. The strategy that was developed provided a systematic process to provide information on existing and future transportation system performance.

Federal legislation requires all Transportation Management Areas (TMA) to include a CMS system in the planning process. A TMA, as defined by the Federal Government, includes all MPO's having a population of at least 200,000. Since the population of the Amarillo area has not reached the 200,000 mark, the MPO is not federally required to implement the system. However, in anticipation of reaching a TMA status, the MPO is moving ahead with the CMS. Developing the CMS will allow the MPO to have the system in place as a planning tool once the population moves over 200,000. In the mean time, the system will provide valuable information that will be used to improve the mobility of the study area.

Elements contained within the CMS include:

- Identify critically congested areas
- Establish performance measures to monitor congestion
- Identify possible congestion mitigation measures
- Evaluate the effectiveness of implemented actions

Data Collection and Monitoring

The Amarillo MPO relies on traffic counts from the City and TxDOT to identify and monitor congested areas within the planning boundary. The baseline link counts for the CMS are based on the City of Amarillo 1985 counts. This was the first year that the City counted all links and established a program to assure that each link is counted at least once every two years. The City of Amarillo traffic count program is divided into 348 links, which are designated as the Amarillo Congestion Network. The network includes all of the major

arterial and collector roadways within the planning boundary. TxDOT provides additional traffic count information not collected by the City. That includes the interstate highway traffic volume not counted by the City.

Performance Standards

In the interest of trying to maintain a uniform statewide performance standard the MPO will utilize a Level Of Service Standard (LOSS) for the CMS work plan. The LOSS has established various categories of service based on average daily traffic volumes for different types of roadways. A roadway in the Amarillo Congestion Network will be classified as congested if the Average Daily Traffic (ADT) exceeds the "tolerable flow LOSS C-D" standard.

In addition to the LOSS standard, the MPO will also utilize travel rate studies to identify and monitor congestion. All roadways, which have been determined to be at or near capacity, will be evaluated by using the Floating Car Method.

Identification of Congested Areas

To determine areas of congestion, the Amarillo MPO used two different techniques. First, the MPO conducted a public survey. This survey asked the public to identify the areas they believed to be congested. The survey addressed both current and future congestion problems. The survey results were then analyzed and compared to average daily counts provided by the City of Amarillo and TxDOT. Based on these two sources of information the roadways exceeding the suggested level of service standards were identified.

To determine which facilities may have the potential to develop congestion problems, the Amarillo MPO utilizes traffic models supplied by TxDOT and citizen complaints. Areas that are identified as congested in the model will be monitored. Average Daily Counts will be conducted to determine if a facility is nearing a congested state. Observed counts will be compared to the recommended maximum (ADT) volumes by facility provided by a LOSS table.

Identification of Strategies

Once a roadway has been categorized as congested, the MPO will identify possible strategies to mitigate the congestion. Each area will be considered on a case-by-case basis. Individual evaluations of congested areas will be conducted to determine what special actions could be implemented to alleviate the congestion. Possible strategies could include:

- Traffic operational Improvements
- Intersection alterations
- Signing
- Striping
- Signal Synchronization
- Transit Improvements

Implementation of Strategies

When a Congestion Mitigation Strategy has been developed for a particular area, the MPO will determine the responsibilities of implementation. Any possible funding questions will be addressed at this time. When the strategy is implemented, an evaluation of the improvements will be established. The area will be monitored in appropriate intervals to establish the success or failure of the implemented action.

SECTION 6.0
FINANCIAL PLAN

6.0 FINANCIAL PLAN

Financial planning for the Amarillo Urban Transportation Study Area 2010-2035 Metropolitan Transportation Plan considers both new and old funding resources. The increasing demands of a growing population, highways clogged with traffic, higher numbers of roadway fatalities, and limited state and federal funding sources require new innovative thinking to improve our transportation system. Recent legislation allows the state, local governments, and private business to cultivate partnerships for development and improvement of the region's transportation infrastructure. While the State's transportation budget is inadequate to support past spending habits, new financial tools such as the Texas Mobility Fund, bonds secured by the State Highway Fund, toll roads, and Regional mobility authorities (RMA's), will afford new funding sources.

These resources demand more participation and control by local communities. By delegating power to local authorities, innovative funding can be maximized and project development and construction can become more flexible. This will allow transportation improvements to be started and completed more quickly. In turn, the regional community reaps the benefits at a much lower cost.

Estimating Construction, Preliminary Engineering, and Right-Of-Way Costs

In calculating year of expenditure cost for construction, preliminary engineering, and right-of-way costs the MPO used the projected current year costs and inflated these costs by 4% per year. Preliminary engineering and right-of-way costs were inflated assuming costs will be a year before construction. TxDOT and local entities currently control preliminary engineering and right-of-ways funds. The MPO receives no allocation of funds for programming these funds.

Short Range and Priority Projects

The MPO revises the short-range transportation improvement program (TIP) every two years. The development of the Texas Urban Mobility Plan identified the transportation needs of the study area regardless of funding availability. That report highlighted the funding gap that exists between projected funding available during the MTP period even with tools provided by the Texas legislature and the work that needs to be done to eliminate Level of Service F.

The projects included in this plan are based on financial resources that are estimated to be available from Federal, State, and Local entities. These estimates assume that funds for future projects will remain at the current levels. Costs of right of way acquisitions and utility relocations were considered in total project costs as were engineering and contingency costs where applicable. All project cost estimates are based on Year of Expenditure dollar value. The total cost of the plan is within the limits of the estimated resources and considered to be financially constrained.

The City and Counties provided estimates for future local contributions for the maintenance of existing roadways. Federal revenues were derived based on the current level of funding provided under SAFETEA-LU. The City and Counties recognize the level of financial commitments needed to achieve this plan.

Projection of Future Funding

Financing future transportation investment and operational projects begins with examination of existing funding. New funding possibilities must be explored as alternatives. New revenue sources usually require some degree of official action, (enabling legislation, referendum, or jurisdictional decision). Structures to administer new revenue sources may also need to be established if not already in place. New initiatives will continue to be considered after this update of the Metropolitan Transportation Plan (MTP). Financial planning is a dynamic process, and should always be adaptable to new innovations as they are identified. In a tight economy, the challenge is finding creative ways to optimize and/or augment existing financing strategies.

The following goals and objectives support the vision of a workable, cost beneficial transportation system that efficiently serves area mobility and accessibility needs:

Effectively utilize available resources for the development, improvement, operations, and maintenance of the area transportation system.

- Develop and maintain a versatile financing program for leveraging available funding
- Develop and maintain a process for continuous evaluation of transportation system financial needs and management of resources

Base cost effective transportation system expansion decisions on both capital investment and operation and maintenance costs

- Consider potential operation and maintenance cost reductions when making capital investment decisions
- Adequately finance operational and maintenance activities which will extend facility life cycle and improve system efficiency

Texas Department of Transportation Traditional Funding Programs:

Under the budget rules, highways guaranteed amounts are keyed to actual Highway Trust Fund (HTF) Highway Account receipts and can only be used to support projects eligible under the Federal Highway Administration and highway safety programs.

Transit funding is guaranteed at a selected fixed amount over the SAFETEA-LU period and can be used only to support projects eligible under transit programs. Amarillo City Transit, the local transit provider, has taken an active part in the development of this plan and budget.

The Texas Transportation Commission and the TxDOT use the Unified Transportation Program (UTP) as TxDOT's ten-year plan for transportation project development.

Categories have been established in the UTP to reflect various programs outlined in SAFETEA-LU and State funds.

TxDOT has grouped various Federal programs under the following classifications.

- The Statewide Mobility Plan (SMP) – is the ten-year transportation project development plan for the Texas Department of Transportation (TxDOT). Updated annually, the SMP lists the funded capital improvement projects for the current fiscal year, projects scheduled for construction in the upcoming three fiscal years, and projects that will be developed over the remaining seven years of the ten-year document. Projects in the initial stages of development, referred to as having "Plan" status, are not included in the SMP, as they are slated for implementation beyond the document's ten-year scope. "Develop" status includes projects that are authorized to proceed with right-of-way acquisition and construction plan development, but have not yet been funded. Projects with "Construct" status are those that have been funded and are authorized for final design, right-of-way acquisition, utility adjustments, and letting. "Construct" status represents three years worth of funded projects. The original source of these monies is primarily federal and state gas taxes and vehicle registration fees.

  The Statewide Mobility Program includes the following construction program categories:

  - Category 2 – Metropolitan Area (TMA) Corridor Projects: Funding is intended to address the mobility needs in all major metropolitan areas (greater than 200,000 population – Transportation Management Areas) throughout the state. Funds will be used to develop and improve entire corridors of independent utility, whenever possible. Projects in this category must have the concurrence and support of the Metropolitan Planning Organization.
  - Category 3 – Urban Area (Non-TMA) Corridor Projects: Funding is intended to address the mobility needs in all Metropolitan Planning Organization areas (greater than 50,000 and less than 200,000 population non-Transportation Management Areas) throughout the state.
  - Category 4 – Statewide Connectivity Corridor Projects: Funding is intended to address mobility and added capacity project needs on major state highway system corridors, which provide statewide connectivity between urban areas and corridors. The highway connectivity network is composed of the: Texas Trunk System; National Highway System (NHS); and Connections from Texas Trunk System or NHS to major ports on international borders or Texas water ports.
  - Category 5 – Congestion Mitigation and Air Quality Improvement: Funding is to address the attainment of a national ambient air quality

standard in the non-attainment areas of the state which are currently Dallas, Fort Worth, Houston, Beaumont, and El Paso. Projects are for congestion mitigation and air quality improvement (CMAQ) in the non-attainment areas in the state.

- Category 7 – Metropolitan Mobility and Rehabilitation: Funding is to address transportation needs within the metropolitan area boundaries of Metropolitan Planning Organizations having urbanized areas with populations of 200,000 or greater. The Metropolitan Planning Organization in consultation with the districts and interested parties selects projects. This program can be used on any roadway with a functional classification greater than a local road or rural minor collector. All projects must be developed in accordance with the applicable federal and state environmental requirements. All projects must also be designed, constructed, operated, and maintained in accordance with state laws, regulations, directives, safety standards, and design and construction standards as required by SAFETEA-LU.
- Category 9 – Transportation Enhancements: Funding is to address projects that are above and beyond what could normally be expected in the way of enhancements to the transportation system. Projects programmed in this category must fall under one of the following general activities as outlined in SAFETEA-LU. Refer to Section 5 of this Metropolitan Transportation Plan – Transportation Enhancement Projects for more information.
- Category 10 – Supplemental Transportation Projects: Funding is to address projects that do not qualify for funding in other categories. Most of the programs are state funded; however, federal funds are involved in some programs as noted above. Projects in this category must have the concurrence of the Metropolitan Planning Organization if located within their area of jurisdiction.
- Category 11 – District Discretionary: This category is used to address projects selected at the district engineer's discretion. Most projects should be on the state highway system. However, some projects may be selected for construction off the state highway system on roadways with a functional classification greater than a local road or rural minor collector. Funds from this program should not be used for right-of-way acquisition. Projects in this category must have the concurrence and support of the Metropolitan Planning Organization (MPO) having jurisdiction in the particular area.
- Category 12 – Strategic Priority: The Commission has determined that money from this category will be used on an "as needed" basis for projects with specific importance to the state. These projects will generally promote economic opportunity, increase efficiency on military deployment routes or to retain military assets in response to the federal military base realignment and closure report, or maintain

the ability to respond to both man-made and natural emergencies. In addition, the Commission is also committed to utilize the Category 12 funds to help communities utilize the new financing tools, like pass-through financing agreements, in order to help local communities address their transportation needs.

- Statewide Preservation Program – Similarly, these funds are primarily used for preservation and maintenance of state roadways and transportation facilities. The TxDOT Amarillo District Office administers funds from the Statewide Preservation Program inside the MPO boundary. The original source of these monies is primarily the federal gas tax and various truck taxes. Funds from this source are flexible and can be spent on various transportation projects related to system preservation. The Statewide Preservation Program (SPP) includes three program categories:
  - Category 1 – Preventive Maintenance and Rehabilitation: Funding for preventive maintenance and rehabilitation of the existing state highway system. The rehabilitation funds may be used for rehabilitation of the Interstate Highway System main lanes, frontage roads, structures, signs, pavement markings, striping, etc.
  - Category 6 – Structures Replacement and Rehabilitation: Funding to replace or rehabilitate eligible bridges on and off the state highway system (functionally obsolete or structurally deficient).
  - Category 8 – Safety: Funding related projects on and off state highway system. Projects are evaluated using three years of crash data, and ranked by Safety Improvement Index.

  The SPP documentation also contains information on two highway maintenance programs as well as waterway and railroad preservation projects. These programs and projects represent preservation efforts to maintain the existing transportation assets. Over the long run, development of an interagency pavement management information system could help identify and manage operation and maintenance costs for agencies of the MPO.
- Safe Routes to Schools Program – House Bill 2204 of the 77th Texas Legislature created the Statewide Safe Routes to School Program. This program is a competitive construction program designed to improve children's safety in and around school areas. In previous years, the TxDOT has issued a call for projects for the Statewide Safe Routes to School Program; to which the City of Amarillo responded.
- Texas Mobility Fund – A constitutional amendment establishing the Texas Mobility Fund was approved by the Texas legislature. This fund can be used to support bonds for road construction (including toll roads) and other transportation investments through transportation-related fees. It provides for the Texas Department of Transportation to issue bonds to allow roadway projects to commence earlier.

- State Infrastructure Bank (SIB) –is an infrastructure investment fund created at the state level. Established by the 75th Texas Legislature, the Texas Department of Transportation's state infrastructure bank maintains a revolving loan fund that may be made available (through application) to appropriate public and private entities to borrow money to finance transportation projects, subject to approval by the Texas Transportation Commission. This mechanism allows accelerated funding for needed transportation projects, provided they comply with federal and state standards.
- Texas Turnpike Authority – A Senate Bill, adopted during the 75th Texas State Legislature, simultaneously abolished and recreated the Texas Turnpike Authority (TTA) as a new division of the Texas Department of Transportation. The Texas Turnpike Authority has responsibility to study, design, construct, operate, expand, and extend toll road projects as part of the state highway system. Additional information on the TTA can be found at www.dot.state.tx.us/tta.
- Regional Mobility Authority – Legislation, which established the Texas Mobility Fund, allowed for the formation of Regional Mobility Authorities (RMA). Creation of a Regional Mobility Authority requires: 1) a petition, by one or more counties, to the Texas Transportation Commission for authorization to create an RMA, 2) appropriate public hearings, if the petition meets requirements, and 3) approval by the Commission. A board of directors administers an RMA. Additional general information on Regional Mobility Authorities can be found at www.dot.state.us.
- Toll Facilities – Toll facilities, for the most part, would be constructed through the selling of bonds and be operated and maintained by toll collections. Surplus revenues from toll collections may also be used to help finance other non-toll facilities. Toll revenue estimates would depend on: traffic volumes of the roadway, trip lengths, and established user fees. The Texas Turnpike Authority or a Regional Mobility Authority may operate these toll corridors. Toll facilities enhance opportunities for public/private partnerships in financing transportation facilities, which can help provide leveraging of federal funds for construction projects.

Transit Formula Funds (FTA Section 5307) – For urban public transportation-related projects, Congress provides revenues to Amarillo City Transit (ACT) via the FTA and TxDOT, using Section 5307 funds. These monies come from federal gas taxes and the federal general fund. The funds are primarily for operations and transit capital purchases such as vehicles, and transit facilities. Typically Section 5307 funds 80% of a total project's cost and require a 20% local match. In addition, passenger fare revenues from ACT help support operation and maintenance of the urban transit system.

Potter and Randall Counties – The Commissioners Court of each county must approve transportation improvement projects and funding for projects within the jurisdiction of

Potter or Randall County. Local general funds, as well as dedicated road-building funds are used to complete regional transportation improvements. These funds rely on revenues from various sources including property taxes, fees, fines, bond levies, and private sector contributions including right-of-way dedication. The Road and Bridge Department of each county has primary responsibility for administering the transportation improvements.

City of Amarillo – The revenue sources that contribute to the city's general fund are: sales tax, property tax, and other fees. Street reconstruction augments the street maintenance program, extending the life expectancy of city streets. This is inclusive of seal coat, rehabilitation, crack seal, asphalt overlay, and repair of base failure. In 2007, the City of Amarillo approved certificates of obligation for street and pedestrian improvements along with other local needs.

Federal Funding Programs for Transit

SAFETEA-LU provides the authorization for the Federal Transit Administration (FTA) programs. The basic structure of the Federal transit programs is similar to previous federal legislation, but new programs and activities were added with new features incorporated. The funding flexibility features and similar matching ratios to the highway programs have been retained. The definition of a capital project has been revised to include preventive maintenance, the provision of non-fixed route para-transit service, the leasing of equipment or facilities, safety equipment and facilities, facilities that incorporate community services such as daycare and healthcare, and transit enhancements.

Urbanized Area Formula Grant Program, Section 5307:

For urbanized areas with population of less than 200,000, funding may be used only for operating expenses and capital projects. The definition of capital has been revised to include preventive maintenance.

Capital Investment Program, Section 5309:

Section 5309 funds are divided into three different categories:

- Modernization of existing rail systems;
- New and replacement buses and facilities; and
- New fixed guideway systems.

A "fixed guideway" refers to any transit service that uses exclusive or controlled rights-of-way or rails, entirely or in part. The term includes heavy rail, commuter rail, light rail, monorail, trolleybus, aerial tramway, inclined plane, cable car, automated guideway transit, ferryboats, that portion of motor bus service operated on exclusive or controlled rights-of-way, and high occupancy-vehicle (HOV) lanes.

Elderly and Persons with Disabilities Program, Section 5310:

These funds provide capital assistance for transportation of elderly persons and persons with disabilities. Eligible capital expenses may include, at the

option of the recipient, the acquisition of transportation services by contract, lease, or other arrangement. While the assistance is intended primarily for private nonprofit organizations, public bodies that coordinate services for the elderly and persons with disabilities, or any public body that certifies to the state there are no nonprofit organizations in the area that are readily available to carry out the service, may receive these funds. These funds may be transferred by the Governor to supplement the Urbanized Area Formula or Non-urbanized Area Formula capital funds during the last 90 days of the fiscal year.

Job Access and Reverse Commute Program, Section 5316:

This program provides funding for the provision of transportation services designed to increase access to jobs and employment related activities. Job Access projects are those, which transport welfare recipients and low-income individuals in urban, suburban, or rural areas to and from jobs and activities related to their employment. Reverse Commute projects provide transportation service for the general public from urban, suburban, and rural areas to suburban employment opportunities.

All projects funded under this program must be derived from an area-wide Job Access and Reverse Commute Transportation Plan and a Regional Public Transportation Coordination Plan developed through a regional approach which supports the implementation of a variety of transportation services designed to connect welfare recipients to jobs and related activities. A key element of the program is making the most efficient use of existing public, nonprofit, and private transportation service providers.

New Freedom, Section 5317:

The New Freedom Initiative is a comprehensive plan to ensure that all Americans have the opportunity to learn and develop skills, engage in productive work, make choices about their daily lives, and participate fully in community life. The Initiative's goals are to:

- Increase access to assistive and universally designed technologies;
- Expand educational opportunities;
- Promote homeownership;
- Integrate Americans with disabilities into the workforce;
- Expand transportation options; and
- Promote full access to community life.
- All projects funded under this program must be derived from an area-wide Regional Public Transportation Coordination Plan developed through a regional approach, which supports the implementation of any project.
- FTA Section 5316 and 5317 funds are distributed in 2 ways:
  - The State gets an apportionment for rural and small urban areas and awards the funding on a statewide, competitive basis; and

- In large urban areas a designated recipient is designated by the MPO and funds are awarded competitively within the jurisdiction of the designated recipient.

Gap Funding

The preservation of the existing transportation system as well as addressing future transportation needs in the Amarillo urban transportation study area will require innovative financing techniques that increase the funding amount that the area currently receives from traditional funding sources. To implement these measures, we must explore various funding strategies, including:

- Public/Private Partnerships – Public/private partnerships may be used to finance transportation facilities. Recent legislation, such as the approval of Texas Proposition 15, allows for public/private partnerships (exclusive development agreements) to pay for such ventures, as well as toll equity, Regional Mobility Authorities, and the Texas Mobility Fund. These ventures could include roadways, bridges, right-of-way, pedestrian facilities, auxiliary lanes, and signalization. Public/private partnerships could be used for parking facilities, bicycle facilities, transit improvements (including shelters), operational improvements, providing matching funds for transportation improvement projects (including enhancement projects), toll facilities, and other situations, which may help leverage available financing for transportation improvements.
- Reduced Project Costs – project-implementing agencies must evaluate projects in order to eliminate, postpone, or reduce the scope of certain planned transportation projects.
- Borrow Money – this option allows the region the opportunity to build a project sooner, with the understanding that the borrowed money will need to be repaid out of future revenue streams. This could be accomplished through the issuance of certificates of obligation, bonding, through programs such as State Infrastructure Bank (SIB) Loans, or through the new Texas Mobility Fund, which is envisioned to act as a revolving account that can be used to leverage bonds.
- Pay-As-You Go Systems – today, the traveling public understands that the need for roadway improvements comes at a heavy costs. Motorists know that alternatives must be implemented in order to aid in congestion relief and improve the reliability of the transportation system. Options exist to charge users fees through non-traditional methods, including:
  - Tolling added roadway capacity
  - Applying congestion pricing to new toll facilities
  - Assessing traffic impact fees/systems development charges for new development (based on expected trips that will be generated by the development)

- Raise or Redistribute Existing Taxes and Fees
  - Develop Local Improvement Districts, Business Improvement Districts, Tax Increment Financing Districts, and other special taxing districts
  - Raise the state gas tax or impose a region wide gas tax
  - Develop new local revenue sources, such as a local gas tax or fees for a special transportation district
  - Increase vehicle registration fees
  - Implement parking fees/fines that pay for transportation improvements
- Capture a Larger Portion of State and Federal Transportation Spending
  - Pursue additional federal discretionary funding including FTA 5309 monies and Congressional earmarks
  - Work with the Texas Transportation Commission to look beyond traditional resources and find new solutions to meet transportation needs in the Amarillo urban transportation study area

Funding Assessment 2010-2035

Funding projections in the 2010-2035 Metropolitan Transportation Plan have been based on a flat line basis with no adjustments for inflation during the period covered by the Plan. With the viability of the Highway Trust Fund in question, the numerous rescissions of federal funds, and the federal highway & transit authorization bill up for renewal during the Plan timeframe, this course of action seems the most prudent. Using a no inflation revenue projection method, Table 6.1 is an estimate of available funding during the planning period:

Table 6.1
Financial Summary

Metropolitan Transportation Plan – Financial Constraint by Category				
Category	**Description**	**Funding Source**	**Average**	**25-year Projected Available**
1	Preventative Maintenance & Rehabilitation	Federal State	$ 2,160,000	$ 54,000,000
3	Urban Area Corridor	Federal State	$ 3,000,000	$ 75,000,000
6	Structures	Federal State	$ 2,000,000	$ 50,000,000
8	Safety	Federal State	$ 140,000	$ 3,500,000
9	Transportation Enhancements	Federal State	$ 140,000	$ 3,500,000
10	Supplemental & Landscape	Federal State	$ 250,000	$ 6,000,000
11	District Discretionary	Federal State	$ 0	$ 0
ARRA	2009 Economic Stimulus	Federal	FHWA FTA	$ 8,446,978 $ 3,574,296
Operations and Maintenance	TxDOT	Federal State	$ 4,800,000	$ 120,000,000
Local Construction	City of Amarillo Potter & Randall Counties	Local Funds	$ 15,489,720	$ 387,243,000
Local Operations and Maintenance	City of Amarillo	Local Funds	$ 2,874,000	$ 71,850,000
Transit	Sections 5307, 5310, 5311	Federal State Local	$ 9,429,036	$ 235,725,900

Metropolitan Transportation Plan – Financial Constraint Summary			
	Federal / State	**Local**	**Total**
Construction	$ 200,446,978	$ 387,243,000	$ 587,689,978
Operations/Maintenance	$ 120,000,000	$ 71,850,000	$ 191,850,000
Transit	$ 141,841,396	$ 97,458,800	$ 239,300,196

SECTION 7.0
APPENDIX

7.0 APPENDIX A- GLOSSARY OF TERMS

3C: "CONTINUING, COMPREHENSIVE, COOPERATIVE" Refers to the requirement set forth in the Federal Highway Act of 1962 that transportation projects in urbanized areas be based on a "continuing, comprehensive transportation planning process carried out cooperatively by states and local communities."

AMARILLO METROPOLITAN PLANNING ORGANIZATION: Designated MPO for the Amarillo MSA; the official name of the MPO.

AMARILLO URBAN TRANSPORTATION STUDY (AUTS) AREA: That area of Potter and Randall Counties, surrounding the City of Amarillo, that is likely to become urbanized in the next 25 years.

THE AMERICANS WITH DISABILITIES ACT OF 1990 (ADA): A federal law mandating sweeping changes in building codes, transportation, and hiring practices to prevent discrimination against persons with disabilities, not just in projects involving federal dollars, but all new public places, conveyances, and employers. The significance of ADA in transportation is mainly felt in transit operations, capital improvements, and hiring.

ARTERIAL: A street classification for roadways serving major traffic volumes other than highways.

ATTAINMENT AREA: An area considered having air quality as good as or better than the U.S. Environmental Protection Agency (EPA) health standards used in the Clean Air Act. An area may be an Attainment Area for one pollutant and a Non-Attainment Area for others.

AVERAGE DAILY TRAFFIC (ADT): The average number of vehicles passing a fixed point in a 24-hour period; a convention for measuring traffic volume.

BASE YEAR: An analysis or study's baseline or lead off year; the year to which other years are compared.

BIKEWAY: A facility intended to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed, operated, and shared with other travel modes.

CENSUS TRACT: Census tracts are small, relatively permanent subdivisions of a county that local census statistical area committees delineate for all metropolitan areas and other densely populated counties following Census Bureau guidelines.

CENTRAL BUSINESS DISTRICT (CBD): The most intensely commercial sectors of a city.

THE CLEAN AIR ACT AMENDMENTS OF 1990 (CAAA): Amendments that identify "mobile sources" (vehicles) as primary sources of pollution and call for stringent new requirements in metropolitan areas and states where attainment of National Ambient Air Quality Standards (NAAQS) is or could be a problem.

COLLECTOR/DISTRIBUTOR STREET: A road generally parallel to an expressway that collects and distributes traffic at access points to the expressway involving through lanes.

THE CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ): A $6 billion funding program contained in Title I of ISTEA that provides funds for projects and activities that reduce congestion and improve air quality in non-attainment areas.

DEMAND-RESPONSIVE: A descriptive term for a service type, usually considered para-transit, in which a user can access transportation services that can be variably routed and timed to

meet changing needs regularly. Frequently used to serve elderly and disabled persons. Compare with Fixed-Route.

DEMOGRAPHY: Characteristics of a total population. Characteristics can include, but are not restricted to: ethnic makeup, age distribution, education levels, and occupation patterns.

DEPARTMENT OF TRANSPORTATION (DOT): Can refer to U.S. DOT or to a state DOT.

EMPLOYER TRIP REDUCTION (ETR) PROGRAM: An employer-designed program that reduces employee-commuting levels. These programs are federally required in non-attainment areas.

EMPLOYMENT DENSITY: The number of jobs within a defined geographical area.

ENHANCEMENT ACTIVITIES: Refers to activities conducted in relationship to a particular transportation project, which "enhance" the existing or proposed project. Examples of such activities include provision of facilities for pedestrians or cyclists, landscaping or other scenic beautification projects, historic preservation, control and removal of outdoor advertising, archeological planning and research, and mitigation of water pollution due to highway runoff.

ENVIRONMENTAL IMPACT STATEMENT (EIS): Report which details any adverse economic, social, and environmental effects of a proposed transportation project for which federal funding is being sought. Adverse effects could include air, water, or noise pollution; destruction or disruption of natural resources; adverse employment effects; injurious displacement of people or businesses; or disruption of desirable community or regional growth.

ENVIRONMENTAL PROTECTION AGENCY (EPA): EPA is the source agency of air quality control regulations affecting transportation.

EXPRESSWAY: A divided arterial highway for through traffic with controlled access, the intersections of which are usually separated from other roadways by differing grades.

FEDERAL FUNCTIONAL CLASS: Federal classification of streets and highways into functional operating characteristics. Categories are:

- Interstate
- Other Urban Freeways and Expressways
- Other Principal Arterial
- Minor Arterial
- Urban Collectors and Rural Major Collectors
- Rural Minor Collectors
- Urban and Rural Local Streets and Roads

FEDERAL FUNDING PROGRAM CATEGORY: Major categories of Federal Funding as established by ISTEA. Categories are:

- IC: Interstate Construction
- IM: Interstate Maintenance
- NHS: National Highway System
- STP: Surface Transportation Program
- CMAQ: Congestion & Mitigation Air Quality Funds
- Bridge: On/Off System Bridge Rehabilitation
- DSB: Donor State Bonus Funds
- MA: Minimum Allocation Funds
- FLHP: Federal Land Highway Program
- FTA: Federal Transit Administration Funding

FEDERAL HIGHWAY ADMINISTRATION (FHWA): The agency of U.S. DOT with jurisdiction over highways.

FEDERAL TRANSIT ADMINISTRATION (FTA): The agency of U.S. DOT with jurisdiction over public transportation.

FIXED ROUTE: A term applied to regularly scheduled transit service, operating over a set route.

HIGHWAY: The term applies to roads, streets, and parkways. Also, includes rights-of-way, bridges, railroad crossings, drainage tunnels, drainage structures, signs, guardrails, and protective structures concerning highways.

HOME-BASED WORK TRIP: A trip for one's employment, with the trip end being one's home.

HOUSEHOLD DENSITY: The number of households within a defined geographical area.

INCENTIVE ZONING: Flexible zoning techniques that give the municipality more control, through allocation of incentives such as tax breaks, over the details of land development than zoning regulations usually allow.

INFILL DEVELOPMENT: The process of building homes, businesses, and public facilities on unused and underutilized land within existing urban areas. Infill development keeps resources where people already live and allows rebuilding to occur.

INFRASTRUCTURE: A term connoting the physical underpinnings of society, including, but not limited to, roads, bridges, transit, waste system, public housing, sidewalks, utility installations, parks, public buildings, and communication networks.

INTERMODAL: Refers to the connections between transportation modes.

INTERSTATE SYSTEM: The system of highways that connects the principal metropolitan areas, cities, and industrial centers of the United States. The interstate system also connects at suitable border points with routes important in Canada and Mexico. Joint action by the highway departments of each state and adjoining states, subject to approval by the U.S. Secretary of Transportation, selected the routes of the interstate system.

JOB-HOUSING BALANCE: The development of a land use pattern offering a balance of jobs to housing opportunities.

LAND USE: The way in which specific portions of land or structures on them are used, i.e., commercial, residential, retail, industrial, and so on.

LOCAL STREET: A street intended solely for access to adjacent properties.

LONG-RANGE: Refers in transportation planning to a time span of more than five years. The Transportation Improvement Program (TIP) is typically regarded as a short-range program.

MAJOR INVESTMENT STUDIES: Planning tools to provide the regional multi-modal planning effort with more in-depth technical analysis of various sub area or corridor options.

METROPOLITAN PLANNING ORGANIZATION (MPO): The agency designated by the Governor (or Governors in multi-state areas) to administer the federally required transportation planning process in the metropolitan area. An MPO is required for every urbanized area more than 50,000 population. The MPO is responsible for the 25-year long-range plan and the transportation improvement program. The official name for an MPO may also be Council of Governments, Planning Association, Planning Association, Planning Authority, Regional or Area Planning Council, Regional or Area Planning Commission.

METROPOLITAN STATISTICAL AREA (MSA & CMSA): The Census classifications for areas having a population more than 50,000. The MSA may contain several urbanized areas, but contains one or more central city or cities. When the commuting patterns of two MSA's have caused them to merge, the result is a Consolidated Metropolitan Statistical Area (CMSA).

MOBILITY: The ease with which desired destinations can be reached.

METROPOLITAN TRANSPORTATION PLAN: A document that identifies existing and future transportation deficiencies and needs, as well as network improvements needed to meet mobility requirements over at least a twenty five-year period. To receive federal funding, a transportation project must be included in the MTP and the TIP.

MODEL: A mathematical and geometric projection of activity and the interactions in the transportation system in an area. This projection must be able to be evaluated according to a given set of criteria, which typically include criteria pertaining to land use, economics, social values, and travel patterns.

MULTIMODAL: Refers to the diversity of options for the same trip; an approach to transportation planning or programming which acknowledges the existence of or need for transportation options.

NATIONAL AMBIENT AIR QUALITY STANDARD (NAAQS): Federally mandated maximum levels (i.e., federal health standards) for air pollutants such as ozone, carbon dioxide, particulate matter, sulfur dioxide, nitrous oxide, and lead.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA): Federal act requiring a study of any environmental impact that a federally funded or permitted project might cause.

NEO-TRADITIONAL NEIGHBORHOOD DESIGN (NTND): Neighborhoods characterized by an interconnecting street network, mixture of land uses, bike and pedestrian paths, a grid pattern of land use, and resemblance to those areas developed in America before World War II.

NATIONAL HIGHWAY SYSTEM (NHS): A classification of roads authorized by ISTEA that comprise Interstate Highways and roads designated as important for interstate travel, national defense, intermodal connections, and intermodal commerce. Federal funds are designated for projects on the NHS system.

NETWORK: A graphic and/or mathematical representation of multimodal paths in a transportation system.

NITROGEN OXIDES (Nox): A pollutant produced during fossil fuel combustion that contributes to ground-level ozone.

NON-ATTAINMENT AREA: A designation by the Environmental Protection Agency of any place in the United States failing to meet national air quality standards (NAAQS).

ORIGIN: The point or locale where a trip begins.

ORIGIN-DESTINATION SURVEY (O-D Survey): A survey of travelers (motorists or transit passengers) typically undertaken to identify travel patterns, habits, and needs.

OZONE: A gas that in excess quantities at ground level is a pollutant and irritant. Ozone is created when nitrogen oxides (Nox) react with volatile organic compounds (VOC's) in sunlight, also known as smog.

PARA-TRANSIT: Alternatively known as special transportation when applied to social services systems. Applies to a variety of smaller, often flexibly scheduled and routed nonprofit oriented

transportation services using low capacity vehicles to operate within normal urban transit corridors or rural areas. These services usually serve the needs of persons whom standard mass transit services would serve with difficulty or not at all. Common patrons are the elderly and persons with disabilities.

PARA-TRANSIT VAN: A van specially modified to carry passengers with disabilities.

PEAK HOUR: The sixty-minute period in the a.m. or p.m. in which the largest volume of travel is experienced.

PEDESTRIAN-ORIENTED DEVELOPMENT (POD): Similar to a Neo-Traditional Neighborhood Design, except that it often incorporates higher densities and is designed to encourage the walk-ability of the surrounding neighborhood.

PERSON-TRIP: A trip made by one person from one origin to one destination.

PHASE: Project Phase for Federal Funding (E = Preliminary Engineering, R = Right of Way Acquisition, and C = Construction).

PLANNER: In the transportation field, personnel concerned with the management and analysis of data that directly supports qualitatively oriented, strategic, or macro decision-making.

PRIVATIZATION: Notion concerning for-profit business supplying goods and services for government, public programs or systems, with intent of enhancing cost efficiency.

PROJECT IDENTIFICATION (Project ID): A code, assigned by the MPO for local tracking and identification, used to relate projects to the MTP.

PROVIDER: An agency that causes clients to be transported, as opposed to an agency whose role is limited to funding programs.

PUBLIC INVOLVEMENT: The active involvement of the public in the development of transportation plans and improvement programs. SAFETEA-LU requires state departments of transportation and MPO's "shall provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation agency employees, private providers of transportation, and other interested parties with a reasonable opportunity to comment on the development of the long-range plan and the TIP."

PUBLIC ROAD: Any road or street under jurisdiction of and maintained by a public authority, open to public traffic.

REVERSE COMMUTE: Travel from home to work or from work to home against the main directions of traffic.

RIGHT OF WAY (ROW): Priority paths for the construction and operation of highways, light and heavy rail, railroads, etc.

SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS (SAFETEA-LU): A federal mandate signed into law August 10, 2005, SAFETEA-LU governs United States federal surface transportation spending. The bill addresses the many challenges facing our transportation system today – challenges such as improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment.

SURFACE TRANSPORTATION PROGRAM (STP): One of the key capital programs in Title I of ISTEA. It provides flexibility in expenditures of "roads" funds for non-motorized and transit modes and for a category of activities known as transportation enhancements, which broaden

the definition of eligible transportation activities to include bicycle and pedestrian facilities and enhance community and environmental quality through ten categories of activity.

TELECOMMUTING: Using a home computer or a neighborhood work center for work, effectively eliminating the need to travel to a conventional workplace.

TELECONFERENCING: Using audio, video, and/or computer connections among sites for meetings eliminating any need to travel to the meeting site.

TEXAS DEPARTMENT OF TRANSPORTATION (TxDOT): State agency responsible for construction and maintenance of all Interstate, U.S., and State Highways, and Farm-to-Market (FM) Roads within the state.

TRAFFIC DISTRICT: A geographic unit consisting of several serial zones that may be used for the same purposes as traffic serial zones.

TRAFFIC SERIAL ZONE: The smallest geographically designated area for analysis of transportation activity such as data collection and travel movements within, into, and out of the urban area. A zone can be one to 10 square miles in area.

TRANSIT: Transportation mode that moves larger numbers of people than does a single automobile. Generally renders passenger service provided to the public along established routes with fixed or variable schedules at published fares.

TRANSIT-ORIENTED DEVELOPMENT (TOD): Similar to a Neo-Traditional Neighborhood Design, except that it incorporates higher densities and possesses a distinct focus toward transit.

TRANSIT DEPENDENT: Persons who must rely on public transit or para-transit services for most of their transportation. Typically refers to individuals without access to personal vehicles.

TRANSPORTATION: The act of getting persons or things from here to there, through personal or communal means.

TRANSPORTATION CONTROL MEASURE (TCM): Any measure designed to reduce congestion, emissions, and other traffic problems.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Strategies for easing or reducing transportation demand, specifically aimed at diverting people from driving alone. Programs used to improve air quality and congestion by decreasing vehicle miles traveled and vehicle trips.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP): A three-year transportation investment strategy, required at the metropolitan level, and a two-year program at the state level, which addresses the goals of the long-range plans and lists priority projects and activities for the region.

TRANSPORTATION MANAGEMENT AREAS (TMA): Areas subject to special requirements under ISTEA and sometimes benefiting from preferential treatment regarding air quality needs, and local authority to select transportation projects. Any area more than 200,000 population is automatically a transportation management area, which subjects it to additional planning requirements, but also entitles it to earmarked funds for large urbanized areas under the Surface Transportation Program. Additional areas may be designated TMA's if the Governor and the MPO or affected local officials request designation. Such a designation would entitle them to greater local project selection authority through their MPO's, but would not, according to

interim guidance issued by U.S. DOT, entitle them to the earmarked STP funds for large urban areas.

TRANSPORTATION SYSTEM MANAGEMENT (TSM): That element of the TIP that proposes non-capital-intensive steps toward the improvement of a transportation system, such as refinement of system and traffic management, the use of bus priority or reserved lanes, and parking strategies. It includes actions to reduce vehicle use, ease traffic flow, and improve internal transit management.

TRAVEL TIME: Customarily calculated as the time it takes to travel from "door-to-door." For transit service measures of travel time include time spent accessing, waiting, transferring between vehicles, and that time spent on board.

TRIP: A one-direction movement from an origin to destination.

TRIP END: Origin or destination of a trip.

TRIP PURPOSE: Reason for a trip.

UNIFIED PLANNING WORK PROGRAM (UPWP): Annual report or budget document prepared by the AMPO describing transportation planning activities that will take place within AUTS.

UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT): Principal federal funding and regulating agency for transportation facilities. FHWA and FTA are agencies within USDOT.

URBANIZED AREA (UZA): A census classification for area having a population of 50,000 or more that meet certain population density requirements.

VEHICLE MILES TRAVELED (VMT): Term used for describing the total number of miles traveled by a vehicle in a given time. Most conventional VMT calculation is to multiply average length of the trip by the total number of trips.

APPENDIX B - PUBLIC COMMENT

The Amarillo Metropolitan Planning Organization (AMPO) sought public participation and comment throughout the development of the Amarillo Metropolitan Transportation Plan 2005-2030. Meetings with public agencies were held as shown in the table below. The draft plan underwent a 30-day review and comment period from August 1, 2009 to August 31, 2009. A copy of the draft plan was made available to the public through placement at area libraries and the MPO offices. A public meeting was held on August 13, 2009 to present the plan and solicit comments from the public and interested parties. All meetings were very successful. Public participation was light, but comments were favorable and the plan was well received.

Table 7.1
Public Involvement Meetings

Date	Location / Function	Address	Audience	Attendance	Comments
2008					
Thurs, Jul 24	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	14	0
Thurs, Oct 23	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	14	0
Thurs, Dec 11	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	14	0
Thurs, Dec 11	Amarillo Central Public Library	413 SE 4th Ave, Amarillo	General Public	12	Various
2009					
Thurs, Jan 22	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	15	0
Tues, Feb 24	Amarillo Southeast Public Library	2232 SE 27th Ave, Amarillo	General Public	5	1
Wed, Mar 11	AMPO Policy Advisory Committee	Civic Center, Heritage Room	General Public	30	Various
Thurs, Apr 16	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	28	Various
Thurs, Jul 16	AMPO Policy Advisory Committee	City Hall, Room 306	General Public	26	1
Fri, Aug 1	Begin Public Comment Period		General Public	n/a	n/a
Thurs, Aug 13	Amarillo Central Public Library	413 SE 4th Ave, Amarillo	General Public	3	0
Mon, Aug 31	End Public Comment Period		General Public	n/a	2
Thurs, Oct 15	AMPO Policy Advisory Committee	City Hall, Room 306	Agency Review		Various

APPENDIX C - SAFETEA-LU CHECKLIST

AMARILLO MPO
SAFETEA-LU CHECKLIST
FOR YEAR OF EXPENDITURE (YOE) AND
TOTAL PROJECT COST FINANCIAL PLAN DATA
FOR FEDERALLY FUNDED HIGHWAY PROJECTS

MPO Policy Board Adoption/Resolution - documentation that the MPO Policy Board has formally adopted the 2010-2035 Amarillo Metropolitan Transportation Plan is indicated in the October 2009 MPO Policy Committee meeting minutes and on the cover page of this document.

MPO Public Participation - documentation of public and interagency resource agency involvement consistent with the MPO's adopted public participation plan procedures for TIP and MTP revisions was done in accordance with the Amarillo MPO's adopted Public Participation Plan. Public Comment Periods and Meetings were held during throughout the development of the 2010-2035 Amarillo Metropolitan Transportation Plan allowing the public and all interested agencies and stakeholders the opportunity to contribute, examine, review, and comment on the 2010-2035 Amarillo Metropolitan Transportation Plan.

State DOT Adoption - documentation of State DOT public participation and adoption action consistent with the most recently adopted State DOT public participation and approval procedures for MTP acceptance, per Texas Administrative Code under Title'43, Part 1, Chapter 15, Subchapter A, under Section 15.8, is on file with the local Amarillo TxDOT District.

Documentation of the YOE and Total Project Cost Methodology - for highway elements utilized by the MPO and/or TxDOT, including the calculation of the Year of Expenditure (YOE) and Total Project Cost (TPC) as part of the financial plan document for the relevant MPO MTP, is shown in the associated fiscal year project listings. YOE and TPC methodology is based upon calculations derived from the Texas Department of Transportation's DCIS system. The information includes: Construction, PE, ROW, Bond Finance, CE, Contingencies, and Indirect costs.

Documentation of the Rate of Inflation ROI - used for determining YOE and total project cost, including all phases of the project's life. TxDOT has assumed a 4% rate of inflation for construction costs within the DCIS system. The Amarillo MPO has adopted the same inflation rate for use in all current and future MTP revisions.

Documentation of the Rate of Growth ROG -- for incoming Federal, State, and Local sources of revenues (including private sources) used to estimate total projected incoming revenues as part of the federal-aid highway and transit program. The Amarillo MPO will assume a rate of growth of 3%, which is based on consultations with our local entities and the local TxDOT District.

YOE Funding Estimate - include YOE cost estimates for each project or project phase included in the MTP. The Amarillo MPO has included YOE cost estimates for each project in this MTP. YOE cost estimates are based on DCIS calculations.

Total Project Cost - for each highway or transit project included in the MTP. Total project cost should reflect estimated cost of all project phases. It is understood that not all project phases may be implemented within the time frame of the MTP. Information has been added to each Federally Funded Highway project listed in this MTP reflecting the Total Project Cost as calculated by the TxDOT DCIS system. Information includes: Construction, PE, ROW, Bond Finance, CE, Contingencies, and Indirect costs.

Documentation of MPO and Transit Agency Coordination - provide adequate documentation of coordination and consultation with relevant regional transit authorities or operators within the MPO planning area regarding transit-related financial operating and capital/maintenance costs and revenues with the applicable regional transit provider(s) as found necessary for FTA funded transit projects and programs included within the TIP. Amarillo MPO staff coordinates monthly with Amarillo City Transit for public comment, quarterly for TIP revision information, and annually for public hearings for the City of Amarillo FTA Transit Grants. Programming of funding for the Amarillo City Transit System is always done annually. Therefore, YOE and total project costs, including ROI and ROG, were calculated for each fiscal year during the development of the 2010-2035 MTP. Amarillo MPO staff members and one MPO Technical Advisory Committee member also serve on the Panhandle Regional Transportation Advisory Group, which meets quarterly to discuss better integration of regional transit resources. This is our primary means of coordinating and consulting with other relevant regional transit authorities, such as Amarillo City Transit and Panhandle Transit System. Documentation of all transit public hearings is available for review at the Amarillo City Transit offices.

Revision
2010-35 Metropolitan Transportation Plan
January 21, 2010

MINUTES

AMARILLO METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING

The Policy Committee for the Amarillo Metropolitan Planning Organization met at 1:30 p.m., January 21, 2010, in Room 306 of City Hall, 509 South East 7th Avenue, Amarillo, Texas.
Voting members present were: Debra McCartt, Alan Taylor, Brian Eades, Kenneth Petr, Kyle Ingham, Dick Davis, Arthur Ware, H.R. Kelly, and Robert Karrh.
Voting members not present were: Howard Holland and Ernie Houdashell.
Staff coordinators present: Gary Holwick and Travis Muno.

Item 1. Consider approval of the December 17, 2009 meeting minutes.
Debra McCartt, Mayor, called the meeting to order. The minutes of the previous meeting on December 17, 2009, were presented. Ms. McCartt asked if there were any changes or deletions; there were none. Dick Davis, Amarillo Chamber of Commerce, made a motion to accept the minutes as presented. HR Kelly, Potter County Commissioner, seconded the motion. A vote of 9:0 carried the motion.

Item 2. Consider revision of 2010-35 Metropolitan Transportation Plan.
Gary Holwick, MPO Director, told the committee that legislation was being advanced in the US Congress for additional economic stimulus funding. He said this 'Jobs for Main Street' legislation could provide funding similar to the American Recovery and Reinvestment Act. He said it's possible that the Amarillo MPO could receive another eight million dollars of roadway infrastructure funding and three and one-half million dollars for public transportation. He told the committee that the Federal Highway Administration had asked MPO's and the Texas Department of Transportation to work on developing a list of eligible projects for addition to the 2008-11 Transportation Improvement Program (TIP). Mr. Holwick referred the committee to a list of qualified projects shown in Attachment B. He told the members that a 2010-35 Metropolitan Transportation Plan (MTP) revision was needed to move one project from the MTP Illustrative List to the MTP Active Project List before a TIP revision could be made. The MTP revision detail is shown in Attachment A. He told the committee that the revisions were contingent upon receipt of the economic stimulus funds. Mayor McCartt asked how these projects differ from the projects discussed at the December 17, 2009 meeting. Mr. Holwick stated the funding for the projects discussed at the prior meeting were surplus funds from bid under runs during the prior economic stimulus program. That surplus was rolled into the Hillside Rd and Loop 335 projects. He said the projects discussed today hadn't been presented before because at that time they were still in the development stage. The projects are now ready to go and the proposed economic stimulus was seen as an opportunity to advance the projects. Mayor McCartt asked how much funding could be expected. Mr. Holwick said the allocation should be similar to last year's $8.4 million. Kyle Ingham, Panhandle Regional Planning Commission, made a motion to move project MPO ID #A0A092 (CSJ #1245-02-032) from the MTP Illustrative List to the Active List, contingent upon receipt of the proposed economic stimulus funds. The motion was seconded by Amarillo City Manager, Alan Taylor, and was carried with a 9:0 vote.

Item 3. Consider revision of 2008-11 Transportation Improvement Program.
Mr. Holwick spoke to the committee about the projects shown in Attachment B and their eligibility. He provided a map illustrating each project's location within the MPO boundary. He told of the development of the project list from information provided by TxDOT Amarillo District, the City of Amarillo, and Potter and Randall Counties. He explained that transit stimulus funds would be utilized in the same manner as in the last round of stimulus funding: for preventative maintenance and ADA para-transit projects. He again told the committee that the proposed TIP revisions were contingent upon receipt of the proposed economic stimulus funds. Arthur Ware, Potter County Judge, made a motion to accept the 2008-11 Transportation Improvement Program revision. The motion was seconded by HR Kelly, and carried on a 9:0 vote.

Item 4. Open Forum, time reserved for anyone to speak on any transportation related item; however, no action can be taken on items not on the agenda.
There were no comments or questions from the committee members or the audience.

Item 5. Adjournment.
The meeting was adjourned with no further business to discuss.

Gary Holwick
Director, Amarillo MPO

Attachment A

AMARILLO METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE MEETING
January 21, 2010

AMARILLO 2010-2035 METROPOLITAN TRANSPORTATION PLAN February 2010 REVISION CYCLE January 21, 2010			
MPO ID Number	**TxDOT CSJ Number**	**Location/Description**	**Revision**
Roadway Projects			
A0A092-000	1245-02-032	On RM 1061 from N Coulter to MPO Bndry (5.5 mi) – Widen & Rehab Existing Roadway	Move project from MTP Illustrative List to Active List, contingent upon receipt of ARRA II Funds.

Amarillo Metropolitan Transportation Plan 2010-2035 (MTP)
January 21, 2010 Revision

MPO ID	Facility	From Limit	To Limit	Project Description	Status	Timing	YOE Total Project Cost X 1000 Illustrative
A0A092	RM 1061	Coulter St	FM2381	Widen existing roadway	Short	2010	$17,500

NOTES: Move project from MTP Illustrative List to Active List, contingent upon receipt of ARRA II Funds.

Funding amounts shown for ARRA II – Economic Stimulus 2010 are contingent upon receipt of funds from proposed federal legislation for economic stimulus.

Year of Expenditure (YOE) costs – Converting all costs and revenues to YOE dollars presents a more accurate picture of costs over the term of the MTP.

Total project costs (TPC) – The estimated costs of all project phases, including: Construction, PE, ROW, Bond Finance, CE, Contingencies, & Indirect costs.

Illustrative Listing –These are projects that would be included in the MTP if reasonable additional resources, beyond those identified in the financial plan, were available. To enable accurate financial constraint and determinations, the illustrative projects must be clearly documented as separate and distinct from the MTP project list. These are projects important to the transportation network within the MPO boundary, however, the revenue sources identified in the plan will not provide for the current development of these projects. The MPO will consider these projects for funding when additional or alternative financial support becomes available.